



Demystifying the EV Charging Interconnection Process: A Guide for Coordinating with Major Utilities in New York State

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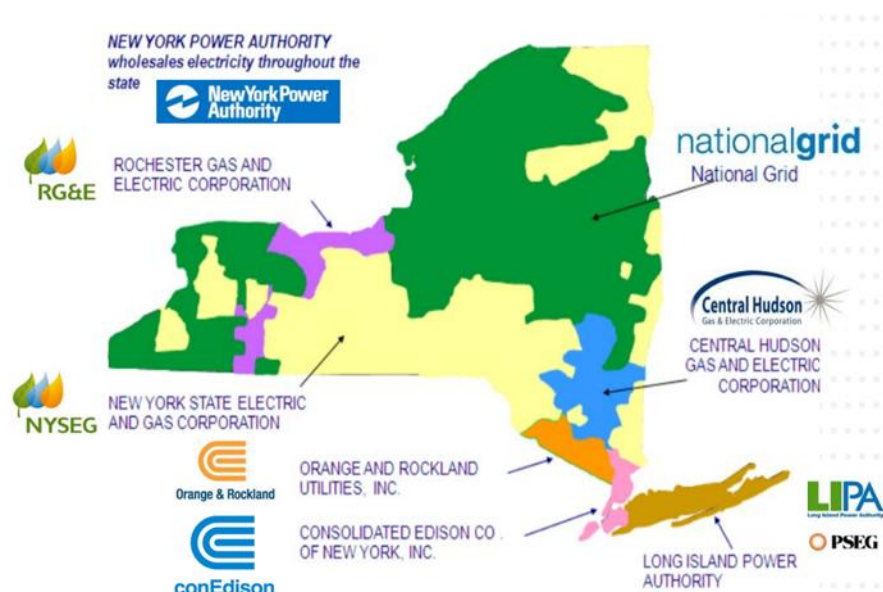
**NEW YORK
Clean Transportation Prizes**

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Introduction

This guide provides a high-level overview of how to navigate the utility interconnection process when installing electric vehicle (EV) chargers in New York for commercial fleet EV projects. It was developed based on information from the Joint Utilities of New York and Public Service Enterprise Group (PSEG) Long Island. The Joint Utilities of New York (NY) consist of the following six investor-owned utilities: Central Hudson, National Grid, New York State Electric and Gas (NYSEG), and Rochester Gas and Electric (RG&E) (the Upstate utilities), as well as Con Edison (ConEd) and Orange and Rockland (O&R) (the Downstate utilities). PSEG Long Island is operated by the PSEG corporation in New Jersey and is not part of the Joint Utilities group.



Electric Utility Service Territory Map in New York. Source: [Energy and Environmental Economics](#)

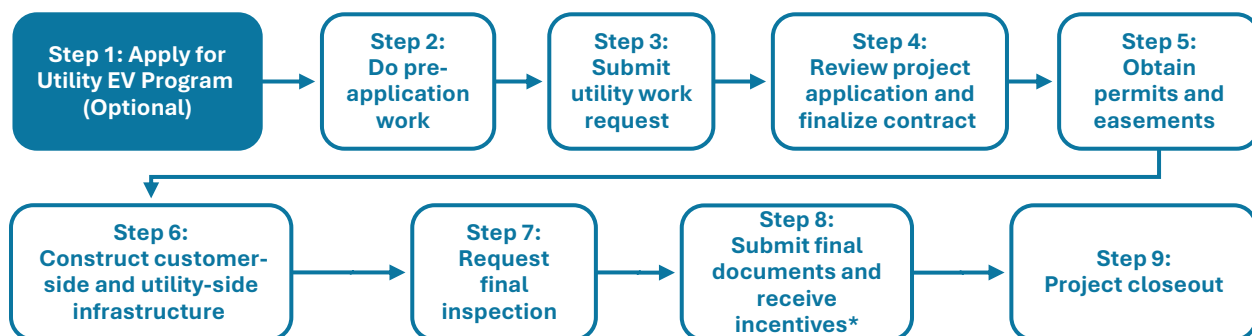
Using this Guide

This guide details how to work with New York utilities to install EV chargers in nine general steps and identifies the party responsible for each step (utility, customer, or both). The following steps are each discussed as a chapter in this report:

- Step 1: (Optional) Apply for utility EV incentive programs
- Step 2: Do pre-application work
- Step 3: Submit utility work request
- Step 4: Review project application and finalize contract
- Step 5: Obtain permits and easements
- Step 6: Construct customer-side and utility-side infrastructure
- Step 7: Request final inspection
- Step 8: Submit final documents and receive incentives
- Step 9: Project closeout

The overall EV interconnection process is the same for commercial light-, medium-, and heavy-duty EV chargers. However, the incentives to fund these EV charger installations might differ by utility and are subject to change post publication of this report, so readers should check each utility's EV program website for the most current information.

The following sections are divided into each of the nine steps above. See Appendix A for links to utility-specific interconnection processes, Make-Ready application processes, and EV program documents.



Step 1. Apply for Utility EV Incentive Programs (Optional)

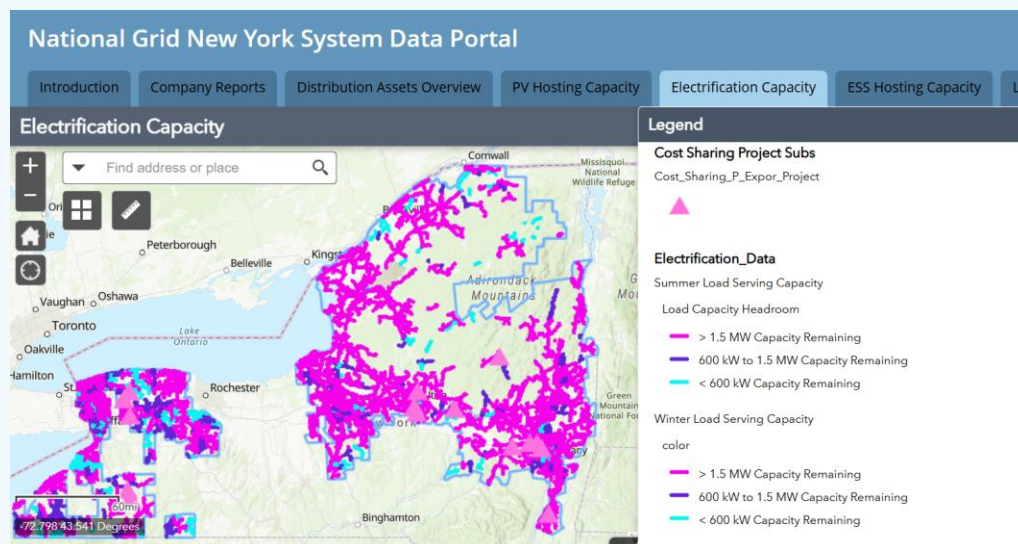
Party responsible: Customer

New York utilities have “Make-Ready” incentive programs that can reduce the cost of customer-side and utility-side infrastructure upgrades for installing EV charging infrastructure. More detail and the application process for each participating utility is available in Appendix A. Guidance on the Joint Utilities’ Make-Ready programs for light-duty vehicles and for medium- and heavy-duty vehicles (two different programs) is found [here](#). New York utilities also offer incentives rewarding customers for reducing peak demand. These load management programs vary by name depending on customer type and utility.

Free utility resources to support EV planning

Free fleet advisory services are offered by all the Joint Utilities and PSEG LI for fleet operators interested in electrifying their vehicles. This service includes assessments for site feasibility, rate analysis, impact on utility bills, and charging recommendations. Interested fleet operators should reach out to their respective utility, especially if they are new to EV projects. See Appendix A for details and links to each utility’s fleet advisory service.

Using hosting capacity maps for EV projects: Each major New York utility has an online EV charging hosting capacity map, which can provide a high-level understanding of distribution capacity available for a project. Review the utility’s hosting capacity map in advance to understand how much grid capacity exists at the intended EV charger project location. The information can typically be found under the “Electrification Capacity” tab of a hosting capacity map on a utility’s website. The Joint Utilities’ hosting capacity maps can be found [here](#), and PSEG LI’s capacity map can be found [here](#).



National Grid NY hosting capacity map. Source: [National Grid New York System Data Portal](https://www.nationalgridus.com/)

Downstate (ConEd and O&R): Those interested in utility Make-Ready incentives should apply to the utility as a first step.¹ This will initiate a review by the utility to determine eligibility for Make-Ready assistance and the load management technology incentive program, if applicable.² Approved projects will receive an eligibility letter from the utility that can be used when submitting an official work request (Step 3).

Upstate (Central Hudson, National Grid, NYSEG, RG&E): Apply for the EV Make-Ready program during Step 3, when submitting an official work request to the utility.³

Note: Those hoping to receive Make-Ready funds must use an approved contractor for EV supply equipment installations and should have an approved contractor selected when submitting the Make-Ready application.⁴ See the [approved contractor list](#) on the Joint Utilities website and sample EV Make-Ready Program application [submission guide](#) from Central Hudson.

PSEG Long Island: Steps 1, 2, 3, and 4 are combined for PSEG LI's application process. Apply for the Make-Ready incentives, prepare the application documents (see Application Submission

¹ See Appendices A and B in the 'New York State Electric Vehicle Application Queue Management Utility Manual' document: www.nationalgridus.com/media/pdfs/bus-ways-to-save/ev/new_york_state_electric_vehicle_application_queue_management_utility_manual.pdf

² Participants with energy-storage integrated EV equipment and/or interested in commercial managed charging managed programs are eligible; learn more <https://jointutilitiesofny.org/ev/lmtip>

³ See Appendices A and B here: www.nationalgridus.com/media/pdfs/bus-ways-to-save/ev/new_york_state_electric_vehicle_application_queue_management_utility_manual.pdf

⁴ <https://jointutilitiesofny.org/sites/default/files/JU%20EVs/January%202024%20update/JU%20Make-Ready%20Program%20Participant%20Guide.pdf>

Checklist [here](#)), and submit them for utility review.⁵ Projects approved for the utility Make-Ready program will receive a conditional pre-approval letter. Applicants can select a contractor from PSEG LI's partner program or choose their own contractor—as long as they are licensed.⁶ After the pre-approval stage, PSEG Long Island does not require additional signatures and/or contracts to begin customer-side construction and consider the upfront payment of the utility-side Make-Ready costs during construction (that will be reimbursed at the end) akin to a contract.⁷ Proceed to Step 5.

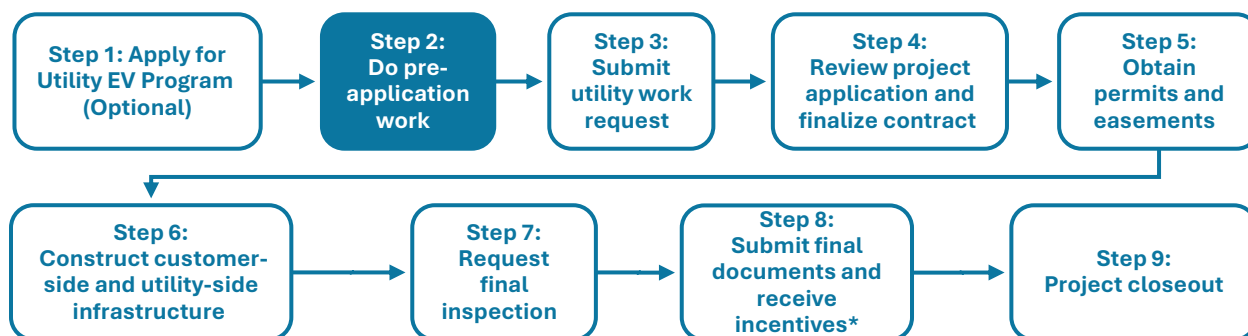
⁵ See PSEG Long Island specific process here:

www.psegliny.com/en/saveenergyandmoney/GreenEnergy/EV/CommercialCustomers/MakeReady

⁶ PSEG Long Island customers can consult this list of contractors if they need:

www.pseglinyportal.com/Public/ContractorFinder

⁷ Information courtesy PSEG Long Island and Long Island Power Authority utility contacts



Step 2. Prepare work request documents and do pre-application work

Party responsible: Customer

Identify a potential site and quantify EV charging loads (i.e., power needed for charging) and charger needs (charger type needed: Level 2, or Direct Current Fast Charger) before formally submitting an electrical service request for the EV project.⁸

The following table lists key documents that should be submitted with official work requests.

Table 1: Key documents required for a work request

Document type	Description and purpose	Example
Load letter	Details the EV charger loads, load management software to be used, and non-EV loads in the next three years.	EV Charging Station Install Load Letter Form example from ConEd website
Building/site plan	Shows the planned location of all EV chargers at the project site, an outline of the premises, and existing/preferred point of entries for utility service.	EV charger site plan requirement example from ConEd website
One line diagram	A diagram showing the electric power system for the site with new and existing meters and cables, service voltage, equipment connections between switches, EV load, etc.	One line diagram example , including details of information to include from ConEd website
Cut sheet	Also known as a spec sheet, this is a technical data sheet for project equipment such as EV chargers—typically provided by the manufacturer.	Manufacturer-provided EV charger cut sheet example
Letter of authorization (optional)	A letter authorizing the contractor to speak to the utility regarding the project and undertake any work necessary to	Example from Con Edison website

⁸ See Emerging Best Practices for Electric Vehicle Charger Interconnection by Interstate Renewable Energy Council: irecusa.org/wp-content/uploads/2022/06/EV-Paper-3-Charger-Interconnection_compressed.pdf and Simplifying Utility Service Connections for Small Fleet and Multi-Family Housing Electric Vehicle Charging here: www.epri.com/research/products/000000003002031384

	install EV chargers on behalf of the customer. The fleet customer signs this.	
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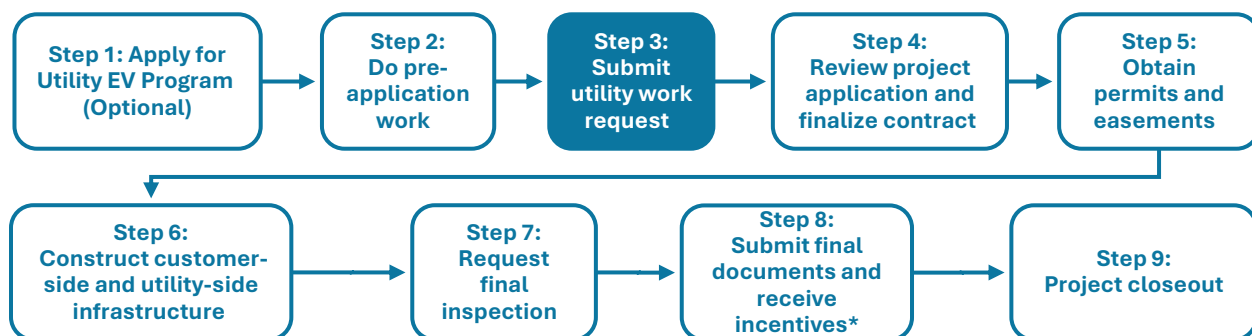
Downstate (ConEd and O&R): Gather the key documents identified in Table 1 above.

Upstate (Central Hudson, National Grid, NYSEG, RG&E): Gather the key documents identified in Table 1. National Grid and Central Hudson are the two utilities that encourage the initiation of a pre-work request inquiry, referred to as a “Step Zero Inquiry” by National Grid, to accelerate the interconnection timeline. Reach out to the utility before submitting an official work request if the electrification load is determined to be above “200 kW (typically greater than 800 amps, three phase)” for projects in National Grid territory and above “100 kW of single-phase load, or 300kW of three-phase” for projects in Central Hudson territory.⁹

PSEG Long Island: Steps 1, 2, 3, and 4 are combined for PSEG LI’s application process. See Step 1.

Utilities may need additional information or documents. Page 2 of this [checklist](#) by Con Edison notes common errors that may occur when drafting and submitting requests.

⁹ <https://www.nationalgridus.com/media/pdfs/your-account/cm10113-electric-service-delivery-process-ny.pdf>;
<https://www.cenhud.com/globalassets/pdf/forms/electric-load-3.pdf>



Step 3. Submit utility work request application for EV interconnection

Party responsible: Customer

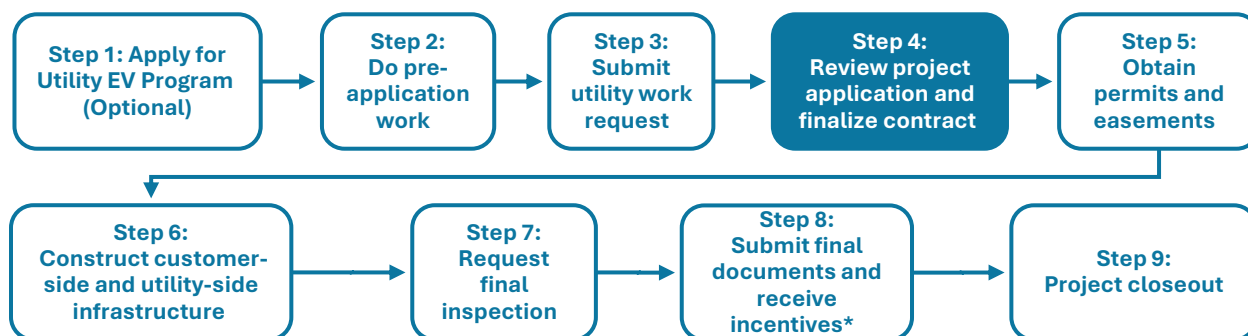
Once the key documents listed in Step 2 are ready for submission, submit an official work request. Participants in the Joint Utilities' EV Make-Ready programs must use a contractor from a list of approved contractors available on the Joint Utilities website. A work request can be submitted online (most common), by mail, or over the phone.¹⁰

Downstate (ConEd and O&R): Provide copies of any preliminary EV Make-Ready program incentive eligibility letters (obtained from the utility in Step 1) along with the work request at this stage.

Upstate (Central Hudson, National Grid, NYSEG, RG&E): If interested in EV Make-Ready program incentives, submit the Make-Ready application at this stage along with the work request.

PSEG Long Island: See Step 1.

¹⁰ See utility-specific options in the guides linked in Appendix A



Step 4. Review project application, design site plan, and finalize contract

Party responsible: Utility then customer

Once the utility has the necessary documents, it will determine if an engineering review is necessary to determine the need for grid upgrades. Loads above a certain threshold will trigger an engineering review, which typically entails a load study to determine capacity and upgrade needs for the selected site. Some utilities, such as National Grid, may do this beforehand through their Step Zero Inquiry (see Step 3) and then invite an official work request. During this phase, the utility may also request additional information from the customer and request a site visit. Since the contract signing is followed by customer-side construction, utilities may guide their customers on how to obtain necessary permits as a part of this step.

Downstate (ConEd and O&R): After the utility has reviewed all the documents, it will prepare the site design, electric service layout, cost estimates/options (for service upgrades that may be needed), and a list of the customer and utility responsibilities and send these to the customer for approval.¹¹ The Make-Ready incentive amount will be determined as part of this stage as the design plans and engineering review are conducted.¹² ConEd does not require signed service upgrade agreements and only requires EV Make-Ready program agreements (if the project implementor is a participant in EV Make-Ready programs). If applicable, submit payments for any utility infrastructure upgrades.

Upstate (Central Hudson, National Grid, NYSEG, RG&E): After the utility has reviewed all the documents, it will prepare the site design, electric service layout, cost estimates/options (for service upgrades that may be needed), and a list of the customer and utility responsibilities and send these to the customer for approval. The Make-Ready incentive amount will be determined as part of this stage as the design plans and engineering review are conducted. Once approved by the customer, the utility will develop the final service upgrade and EV program participation agreement

¹¹ Energizing EV Charging Stations: Issue Brief 1 by Alliance for Transportation Electrification: ate-ev.org/wp-content/uploads/2025/07/2023_ATE_Interconnection-Energization-Part-1_Overview.pdf

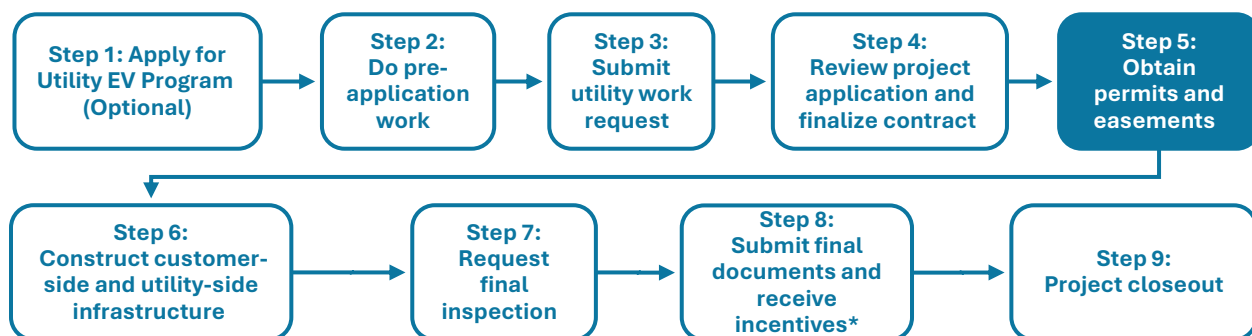
¹² See Appendices A and B here: www.nationalgridus.com/media/pdfs/bus-ways-to-save/ev/new_york_state_electric_vehicle_application_queue_management_utility_manual.pdf

contract, which must be signed before construction can proceed. If applicable, submit payments for any utility infrastructure upgrades.

Downstate and Upstate Joint Utilities-territory projects for light-, medium-, and heavy-duty EVs are eligible for different levels of incentives, ranging from 50% to 100% of electrical infrastructure costs.¹³

PSEG Long Island: See Step 1.

¹³ See the Joint Utilities' website to understand the different percentages of utility-side and customer-side costs covered for EV charging projects: <https://jointutilitiesofny.org/ev/make-ready>



Step 5. Obtain necessary permits and easements

Party responsible: Customer

After service upgrade contracts have been signed, obtain any necessary permits and initiate the customer side of the construction. Permits typically include electrical permits, construction permits, and a zoning review from the authority having jurisdiction (AHJ). AHJ can include staff from local agencies such as the buildings and planning departments.

EV charging projects may need to obtain an easement for the utility from the property owner (if the project proposer does not own the property). An easement gives utilities the right of way to access electrical equipment if needed to connect the EV charger installations to the electrical system or to upgrade the utility's system. Obtaining an easement can be time-consuming.¹⁴

Downstate (ConEd and O&R): Easements are not commonly required for projects in ConEd territory. However, a letter of authorization is required for projects where the project customer is not the landowner.¹⁵ Projects in O&R territory should be prepared to obtain and submit easements and other permits for electrical installations as needed.¹⁶

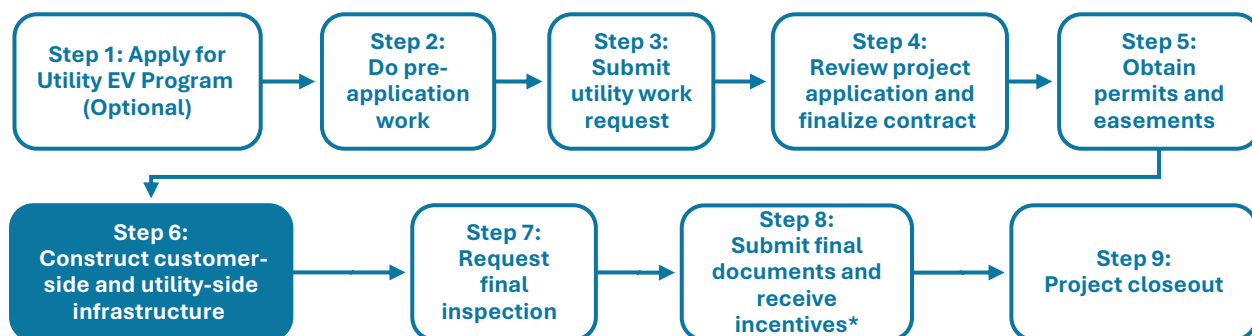
Upstate (Central Hudson, National Grid, NYSEG, RG&E): Obtain and submit easements and other permits for the project as needed. Review National Grid's Utility Interconnection [training module](#) on permitting, easement, and billing for more information.

PSEG Long Island: Obtain and submit easements and other permits for the project as needed.

¹⁴ For more details on easements for EV projects, see Energizing EV Charging Stations: Issue Brief 1 by Alliance for Transportation Electrification: ate-ev.org/wp-content/uploads/2025/07/2023_ATE_Interconnection-Energization-Part-1_Overview.pdf

¹⁵ Information courtesy utility contacts

¹⁶ More details, see Section 4 of O&R's Electric Installations General Specifications 2024: <https://cdne-dcxprod-sitecore.azureedge.net/-/media/files/oru/documents/for-small-medium-businesses/contractor-resources/oru-blue-book.pdf?rev=7d55e487be3442988b98694512f59717&hash=4A5F077C243683DD7D185E5E836AD894>



Step 6. Construct customer- and utility-side infrastructure

Party responsible: Customer then utility

Customer: Utilities typically require customers to initiate, and in many cases to complete, their side of the construction work before utility-side construction work begins. Customer-side construction work [includes](#) charger installation and infrastructure between the charger and the utility meter, such as electrical panels, customer-side conductors, boring, trenching, and conduits.

Utility: Once the customer-side construction work is complete, or in some cases while work is still underway, the utility will proceed with its part of the infrastructure construction. Utilities ensure that the customer side of the construction has been done [as per their guidelines/specifications](#) and may schedule a site visit. Utility-side construction [includes](#) transformers and conductors, and distribution upgrades.¹⁷

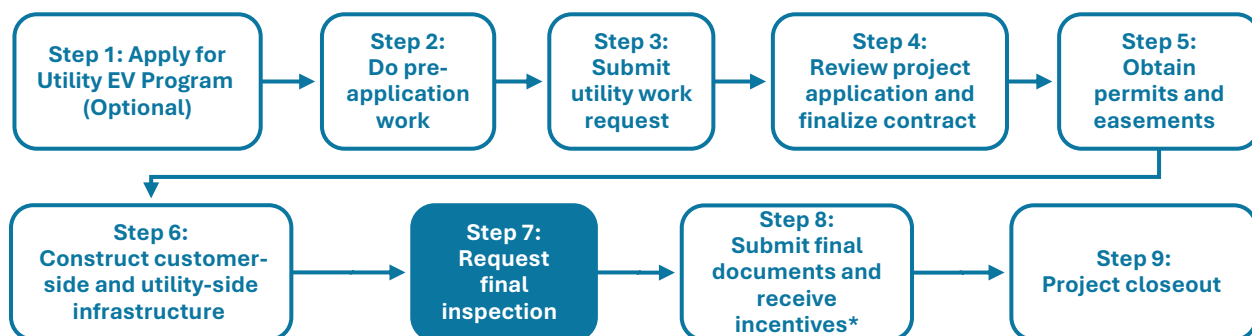
Downstate (ConEd and O&R): Complete customer-side of the construction before initiating utility-side construction.

Upstate (Central Hudson, National Grid, NYSEG, RG&E): National Grid may initiate utility-side construction in parallel with customer-side construction, in multiple stages if the project is complex.¹⁸ For projects in other Upstate NY territories: complete customer-side construction before initiating utility-side construction.

PSEG Long Island: Complete customer-side construction before initiating utility-side construction.

¹⁷ Discuss any local restrictions that may delay construction timelines with the utility

¹⁸ Information courtesy utility contacts



Step 7. Request final inspection, install meter, and energize the site

Party responsible: Customer then utility

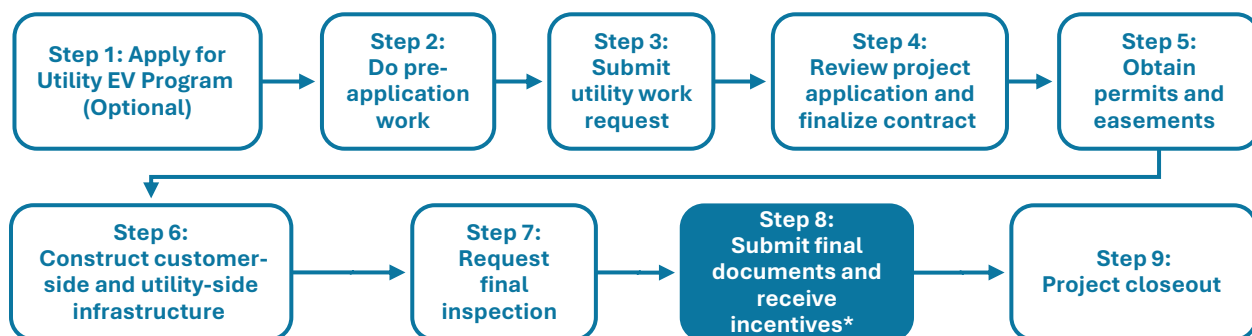
After construction is complete, request final inspections from the local jurisdiction (typically a municipal electrical inspector). Inform the utility when the site passes all final inspections, then the utility will install and turn on the electric meter.¹⁹

Downstate (ConEd and O&R): Request final electrical inspections from an electrical contractor. Submit documentation when completed to initiate an inspection for the installation and energization of the meter by the utility. To initiate an inspection for ConEd projects, [submit](#) an application for service and deposit for the meter (if new meter is needed), a contractor certificate, electric permits from the AHJ (for the meter), and project photos.

Upstate (Central Hudson, National Grid, NYSEG, RG&E): Request final electrical inspections from an electrical contractor. Submit documentation when completed to initiate an inspection for the installation and energization of the meter by the utility.

PSEG Long Island: Steps 7 and 8 in this document are one combined step in PSEG LI's program. Request final electrical inspections from an electrical contractor and submit documentation to the utility for installation and energization of the meter. Submit project closeout documents (typically final invoice, signed project completion form, and a site verification form with photos) before scheduling a site visit from the utility EV team. Sign and submit the [project completion form](#) (issued by the utility) after the site inspection is completed.

¹⁹ <https://www.nationalgridus.com/Upstate-NY-Business/Start-Service-for-New-Construction/New-Electric-Service>



Step 8: Submit documents and receive incentives

Party responsible: Customer then utility

*The final steps of the EV interconnection process will be different based on whether the applicant is applying for a utility EV program or not.

No EV Make-Ready program incentives:

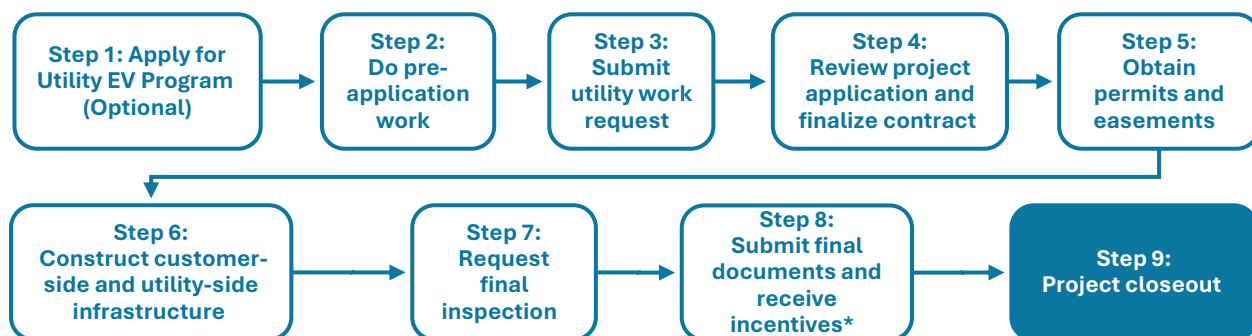
If not applying for an EV Make-Ready incentive, skip this step and proceed to Step 9.

EV Make-Ready program incentives applicants:

Downstate (ConEd and O&R): Submit documents listed in the utilities' final checklist to initiate a work verification and then submit final cost invoices for utility processing. See the [Con Edison project closeout checklist](#) example. Once the utility has verified and processed the submitted invoices, it will pay out the final incentive amounts

Upstate (Central Hudson, National Grid, NYSEG, RG&E): Submit the final checklist, including final invoices for utility processing. See the [National Grid project closeout checklist](#) example. Once the utility has verified the submission of all appropriate documentation and invoices, it will pay out the final incentive amount and close out the project.

PSEG Long Island: See Step 7. Final documentation and invoices are submitted as part of Step 7. Once the utility has received all final documentation, the rebate-processing team will issue the incentive.



Step 9: Project closeout

Party responsible: Utility

No EV Make-Ready program incentives:

Downstate (ConEd and O&R): After the site has been energized (when the meter is turned on), the utility will verify final documents and close out the case.

Upstate (Central Hudson, National Grid, NYSEG, RG&E): After the site has been energized (when the meter is turned on), the utility will verify final documents and close out the case.

PSEG Long Island: After the site has been energized (when the meter is turned on), the utility will verify final documents and close out the case.

EV Make-Ready program incentives applicants:

Downstate (ConEd and O&R): The utility will close out the project after incentive payment.

Upstate (Central Hudson, National Grid, NYSEG, RG&E): The utility will close out the project after incentive payment.

PSEG Long Island: The utility will close out the project after incentive payment.

Appendix A

Utility guides for interconnection service requests and EV program processes

The table below provides links to utility guides for interconnection service requests and EV programs. Most of the links have additional program- and utility-specific resources that customers can access for application forms, fleet advisory services, etc. **Note:** The following programs are subject to change. The six members of the Joint Utilities offer [Make-Ready](#) programs, as does PSEG. The Joint Utilities also offer load management programs under different names.

Utility	General electrical service request process guides	Light-duty EV Make-Ready programs	Medium- and heavy-duty EV Make-Ready programs	Electric Micromobility Make-Ready programs	EV charging and storage programs
Central Hudson	Electric Service Delivery Process : Guide to applying for electrical service for large-scale electrification projects	Light-Duty Make-Ready Program : Website detailing program eligibility, incentives, and relevant resources Electric Vehicle Light-Duty Make-Ready Program : Guide detailing the step-by-step Make-Ready program application.	Medium- and Heavy-Duty Make-Ready Pilot Program : Website detailing program eligibility, incentives, and relevant resources Central Hudson Fleet Assessment Services Program : Website to the utility's fleet advisory services detailing how the program works	Program not offered	Load Management Program : Website with customer interest form link to the load management program ²⁰

²⁰ The program currently has a waitlist which interested parties can join [here](#) (as of April 2026)

Utility	General electrical service request process guides	Light-duty EV Make-Ready programs	Medium- and heavy-duty EV Make-Ready programs	Electric Micromobility Make-Ready programs	EV charging and storage programs
Con Edison	Electric Vehicle Charging Station Installation Guide : Step-by-step guide for requesting electrical service for EV chargers Electric Installation Blue Book : Guide detailing electrical service installation specifications for general electrical service (not EV specific) E-Mobility Advisory Services : Program website for Con Ed's advisory services for transportation electrification projects	PowerReady Light-Duty Vehicle Program : Website detailing program eligibility, incentives, application process, and relevant resources	PowerReady Medium-Heavy-Duty Pilot Program : Website detailing program eligibility, incentives, and relevant resources Fleet Operators Electrification Guide : Guide to requesting electrical service for medium- and heavy-duty EV projects Make-Ready Program Customer Guide : Guide detailing the step-by-step Make-Ready program application	PowerReady Micromobility Program : Website detailing program eligibility, incentives, application process, and relevant resources	SmartCharge Tech Incentives : Website detailing eligibility, incentives, application process for projects interested in integrating load management and battery storage with EV charging

Utility	General electrical service request process guides	Light-duty EV Make-Ready programs	Medium- and heavy-duty EV Make-Ready programs	Electric Micromobility Make-Ready programs	EV charging and storage programs
National Grid	Utility Interconnection Process Training videos : Recordings detailing the full utility process for EV projects on topics such as pre-application, engineering review, permitting, and project closeout Process for New Service Request - UNY EV Charging Station Make-Ready Program : Guide to requesting electrical service for projects participating in the EV Make-Ready program Fleet Advisory Services Program : Website detailing information about fleet advisory services in New York and Massachusetts, for light-, medium-, and heavy-duty EVs	Upstate New York EV Charging Program : Website detailing program eligibility, incentives, application process, and relevant resources	Commercial and Fleet EV Program : Website summarizing program and application information for commercial EV programs. EV Infrastructure Make-Ready Program New Service Process Guide : Guide detailing the step-by-step Make-Ready program application.	Program not offered	Load Management Technologies Incentive Program : Brochure detailing program eligibility and incentives for projects interested in integrating load management and battery storage with EV charging
New York State Electric & Gas	Service Delivery Process Facilitating interconnection of electrification applications : Guide to applying for electrical service for electrification projects	Electric Vehicle Charging Station Make-Ready Program : Brochure detailing program eligibility, incentives, and application process	Medium and Heavy Duty Vehicle EV Make-Ready Pilot and Fleet Assessment Services : Website with information on and links to program eligibility, and incentives for the Make-Ready and advisory service offerings. NYSEG and RG&E EV Make Ready Program Customer Reference Manual : Guide detailing the step-by-step Make-Ready program application.	Program not offered	Load Management Technologies Incentive program : Brochure detailing program eligibility and incentives for projects interested in integrating load management and battery storage with EV charging

Utility	General electrical service request process guides	Light-duty EV Make-Ready programs	Medium- and heavy-duty EV Make-Ready programs	Electric Micromobility Make-Ready programs	EV charging and storage programs
Rochester Gas and Electric	Service Delivery Process Facilitating interconnection of electrification applications: Guide to applying for electrical service for electrification projects	Electric Vehicle Charging Station Make-Ready Program: Brochure detailing program eligibility, incentives, and application process	Medium and Heavy Duty Vehicle EV Make-Ready Pilot and Fleet Assessment Services: Website with information on and links to program eligibility, and incentives for the Make-Ready and advisory service offerings. NYSEG and RG&E EV Make Ready Program Customer Reference Manual: Guide detailing the step-by-step Make-Ready program application.	Program not offered	Load Management Technologies Incentive program: Brochure detailing program eligibility and incentives for projects interested in integrating load management and battery storage with EV charging
Orange and Rockland	Electric Installation Blue Book: Guide detailing electrical service installation specifications for general electrical service (not EV specific)	POWERREADY Electric Vehicle Program: Website detailing program eligibility, incentives, application process, and relevant resources	Medium and Heavy Duty Vehicle EV Make-Ready Pilot and Fleet Assessment Services: Website with information on and links to program eligibility, and incentives for the Make-Ready and advisory service offerings. Make-Ready Program Customer Guide: Guide detailing the step-by-step Make-Ready program application.	Micromobility Infrastructure Incentive Program: Website detailing program eligibility, incentives, application process, and relevant resources	SmartCharge Tech Incentives: Website detailing eligibility, incentives, application process for projects interested in integrating load management and battery storage with EV charging
PSEG Long Island ²¹	New Electric Service & Service Changes: Website detailing information on how to pursue utility service upgrades and/or changes for electrical loads (not EV specific)	Make-Ready Incentive Program: Website detailing program eligibility, incentives, application process, open office hours, and relevant program resources	Fleet Make-Ready Program: Website with information on program eligibility, incentives, application process and requirements. Fleet Advisory Services: Website with information on open office hours, relevant program resources, and an online fleet advisory tool.	Program not offered	Program not offered

²¹ PSEG Long Island implements and operates EV programs for Long Island Power Authority (LIPA)

Appendix B: References

Alliance for Transportation Electrification. 2023. “Energizing EV Charging Stations: Issue Brief 1.” ate-ev.org/wp-content/uploads/2025/07/2023_ATE_Interconnection-Energization-Part-1_Overview.pdf

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Hernandez, Mari. 2022. “Emerging Best Practices for Electric Vehicle Charger Interconnection.” Interstate Renewable Energy Council. irecusa.org/wp-content/uploads/2022/06/EV-Paper-3-Charger-Interconnection_compressed.pdf.

Joint Utilities of New York. 2025. “New York State Electric Vehicle Application Queue Management Utility Manual.” www.nationalgridus.com/media/pdfs/bus-ways-to-save/ev/new_york_state_electric_vehicle_application_queue_management_utility_manual.pdf

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