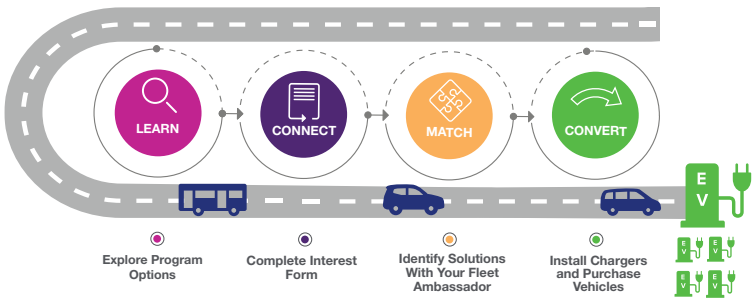


# Electric Trucks, EV Fleets and Charging Stations



We are dedicated to reducing greenhouse gas emissions (GHG), improving air quality, and to meeting the decarbonization goals of the states where we operate. More than 40% of all GHG emissions in the Northeast come from transportation and therefore, electrification of fleets is a key piece of reducing those emissions.



## Fleet Assessment Services

- We offer a fleet assessment that helps you convert light-, medium-, and heavy-duty fleets to electric alternatives, including sedans, trucks, vans, and buses of all types.
- Our Fleet Assessment Services also include a site feasibility analysis and rate analysis to help you determine electricity available at your site and the potential bill impact or savings.

► [www.ngrid.com/evfleethub](http://www.ngrid.com/evfleethub)

## Light-Duty Charging Station Make-Ready Program

- We offer funding to upstate New York commercial customers to install EV charging stations at their businesses and help cover up to 100% make-ready infrastructure costs for approved projects.

► [www.ngrid.com/takechargeuny](http://www.ngrid.com/takechargeuny)

## Leading by Example: Converting our own fleet

As the first major US utility to join the EV100 global initiative, we're committed to integrating EVs into our fleet and providing charging stations at our facilities. Our commitment includes transitioning our fleet of more than 5,700 vehicles company-wide, in both the US and UK, to electric and installing charging for staff at all locations by 2030.

We will convert to a 100 percent electric fleet by 2030 for our light-duty vehicles, while also pursuing the replacement of our medium- and heavy-duty vehicles with zero carbon alternatives.



## Medium- and Heavy-Duty Vehicle (MHDV) Pilot Program

- Funding available for up to 90% of the grid-side and up to 50% of the customer-side infrastructure to bring power to your EV charging stations for approved projects. Customer-side incentive caps are up to \$220 / kW for DCFC and \$3,500 / port for Level 2 ports.
- Operators can save on maintenance and fuel as well compared to fossil fuels. Fleets are also eligible for the Demand Charge Rebate (DCR) Program, which provides a 50% rebate of their billed demand charges. Demand Charges are billed on a per kW basis, based on the peak demand usage in the billing period. This can save customers hundreds of dollars per month per DCFC charger.
- Participants can either participate in a vehicle replacement incentive program<sup>1</sup> or make their charging ports accessible to the public in order to be eligible for up to 90% or 50% incentives.

► [www.ngrid.com/uny-evcharging](http://www.ngrid.com/uny-evcharging)

<sup>1</sup>Eligible programs include the New York Truck Voucher Incentive Program (NYTVIP), the EPA Clean School Bus Program (CSB), or the NYSERDA NY School Bus Incentive Program (NYSBIP).