

# Medium and Heavy-Duty Make-Ready Pilot Program



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Funding is available for up to 90% of the grid-side and up to 90% of the customer-side infrastructure to bring power to your medium and heavy-duty vehicle charging stations for approved projects. Recent program updates have increased customer-side incentives and eliminated the requirement to participate in an eligible vehicle voucher program making it easier to qualify. **These planning tools, infrastructure incentives, and EV specific electric rates can be combined with other funding for your MHD vehicle and charging stations, dramatically lowering your costs to electrify your fleet.** Please see below for more information on incentive tiers and eligible utility-side and customer-side costs.

### MHD Pilot Program Incentive Tier Table





Location	Customer-Side Costs <sup>1</sup>		Utility-Side Costs <sup>2</sup>
	Private site <sup>3</sup>	Publicly accessible site <sup>4</sup>	
Tier 1 (In or partially within a DAC)	Up to 90% (cap of \$396 / kW for DCFC, \$6,300 per port for Level 2)		Up to 90% of Costs
Tier 2 (within 2 miles of a DAC)	Up to 50% (cap of \$220 / kW for DCFC, \$3,400 per port for Level 2)		
Tier 3 (Non-DAC)	No customer-side incentives	Up to 50% (cap of \$220 / kW for DCFC, \$3,400 per port for Level 2)	

### Other National Grid Fleet Electrification Support Programs:

- **Fleet Assessment Services**—First step in any fleet electrification project to determine site electrical capacity, rate analysis, and incentive eligibility. <https://jointutilitiesofny.org/ev/make-ready/fleet-assessment>
- **Fleet Total Cost of Ownership Tool**—Plan for your transition to EVs and estimate costs associated with vehicles, infrastructure upgrades, and EV charging. <https://commercialevplanning.nationalgrid.com/>
- **Load Management Technologies Incentive Program** – Additional incentives for load management hardware, software, and energy storage systems paired with an EV charging project.
- **Electric Vehicle Phase-In Rate**—Special rates for EV charging designed to reduce demand charges and save you money.

Notes: 1. Utility-side costs include step-down transformers, overhead service lines, utility meters, etc. 2. Customer-side costs include electrical panel installation, materials, labor, trenching, conduit, wiring, EVSE cement pads, etc. See program documentation for details. 3. Private site: chargers accessible only to vehicles belonging to a single fleet and blocked from access by any other vehicles. 4. Publicly accessible site: sites with chargers accessible to the public as well as shared charging hubs where chargers are accessible to more than 1 fleet. Shared charging hubs may require subscriptions, reservations, or other credentials to access.

### Make-Ready Program Eligible Infrastructure Components

	Make-Ready Program Components			
	Utility-Side Infrastructure 	Customer-Side Infrastructure 	EVSE Hardware 	Other Soft Costs 
<b>Component Example</b> ▶	<ul style="list-style-type: none"> <li>• Distribution Network</li> <li>• Transformers</li> <li>• Meters</li> <li>• Conductor</li> </ul>	<ul style="list-style-type: none"> <li>• Panel</li> <li>• Conductor</li> <li>• Boring</li> <li>• Trenching</li> <li>• Conduit</li> </ul>	<ul style="list-style-type: none"> <li>• Charging Station</li> <li>• Network Equipment</li> </ul>	<ul style="list-style-type: none"> <li>• Signs</li> <li>• Bollard</li> <li>• Network</li> <li>• Maintenance</li> <li>• Assoc. Fees</li> </ul>
<b>Paying Entity</b> ▶	National Grid Make-Ready Program (Covers up to 50%, 90%)		NYSERDA (When available)	Customer Responsibility
	Potential Customer Contribution		Customer Contribution	
<b>Owning Entity</b> ▶	National Grid		Customer	

Note: Graphic is for illustrative purposes only, may not be exhaustive and contents are subject to change.



To learn more please visit: <https://www.nationalgridus.com/ev-fleet-hub/>  
Scan the QR code to get started.