

national**grid**

# Introducing The Load Management Technologies Incentive Program (LMTIP) for Electric Vehicle Charging





**The Load Management Technologies Incentive Program (LMTIP)** is an incentive program to support customer costs of implementing load management solutions with electric vehicle charging. Load management solutions can include energy storage, load management software, and other load management hardware.

Participants can leverage the LMTIP offering to enhance their EV charging site to reduce peak electricity demand, level grid electricity usage across the day, provide extra power when drivers really need it, install charging ahead of grid capacity improvements, and more. LMTIP can support **up to 100%** of the electrical infrastructure costs of the load management solutions, stacking with utility and other programs to make EV charging solutions economical. Read below for program details and use the the QR code or [ngrid.com/ny-evcharging](https://ngrid.com/ny-evcharging) to get started.



**Eligibility Criteria for LMTIP:**

- Electric customers of National Grid in New York on a [commercial rate](#)
- Must be implementing load management technologies with EV charging
- Must be concurrently applying to, participating in, or previously participated in at least one of the following National Grid programs at that site:
  - Make-Ready Program
  - Medium- and Heavy-Duty Pilot
  - Demand Charge Rebate Program
  - Commercial Managed Charging Program (once available)
  - EV Phase-In Rate (once available)

**Technology Segments:**

The following Technology Segments are utilized to determine specific program requirements and incentive calculations:

Technology Segment	Segment Definition and Eligible Equipment
<b>Stand-Alone Energy Storage</b>	On-site battery energy storage systems installed for the primary purpose of supporting EV charging load management. Systems are customer-owned (or leased) and behind-the-meter. Equipment associated with energy storage, including, but not limited to, inverters, power cabinets, foundations, and temperature control units are eligible in addition to the energy storage equipment. Energy storage equipment will be eligible for incentives up to the maximum kW output that can be used for EV charging (whether charger nameplate or setpoint of the charging output).
<b>Energy Storage Integrated EVSE</b>	Energy Storage Systems that are integrated directly into the EV Supply Equipment (EVSE).
<b>Load Management Software</b>	Software that provides energy management services capable of load management.
<b>Load Management Hardware</b>	Other load management hardware that does not include energy storage such as power cabinets, switches to enable power-sharing across multiple charging ports, load monitoring, communications, or safety hardware required to enable a load management scheme, or other equipment that provides similar load-limiting functionality.

**Incentive Calculation:**

$$\text{Project Incentive Amount} = [\text{Technology Cost}] \times [\text{Incentive Tier}]$$

**Technology Costs:**

Technology Segment	Technology Cost Calculation
<b>On-Site Energy Storage</b>	Total invoiced cost of the energy storage system and installation. If the output (in kW) of the energy storage system is larger than the maximum output (in kW) of the EVSE, then the total invoiced cost will be proportionally reduced based on the ratio of maximum output of the EVSE to maximum energy storage system output.
<b>Energy Storage Integrated EVSE</b>	If inseparable from the EVSE unit costs, energy storage costs will be calculated from a proxy in \$ per kW for the value* of the integrated energy storage, based on the maximum kW output of the energy storage equipment that can be used for EV charging. If separable from the EVSE unit costs, energy storage costs will follow the methodology used for On-Site Energy Storage.
<b>Load Management Software</b>	Total contract cost of the load management software, for up to 5 years of a service contract.
<b>Load Management Hardware</b>	Total invoiced cost of the equipment and installation.

\* For details on the proxy value, contact the National Grid EV Team at [EVNationalGridUNY@nationalgrid.com](mailto:EVNationalGridUNY@nationalgrid.com).

**For details on eligible equipment:** <https://jointutilitiesofny.org/ev/lmtip>

**Incentive Tiers:**

Technology Segment	LMTIP Incentive Tier	Criteria
<b>On-Site Energy Storage</b>	Up to 60%	Located within a DAC
	Up to 50%	Located outside of a DAC
<b>Energy Storage Integrated EVSE</b>	Up to 60%	Located within a DAC
	Up to 50%	Located outside of a DAC
<b>Load Management Software</b>	Up to 100%	MRP Incentive Tier of 100%
	Up to 90%	MRP Incentive Tier of 90% or MHD Pilot Participant located within a DAC
	Up to 50%	MRP Incentive Tier of 50% or MHD Pilot Participant located outside of a DAC
<b>Load Management Hardware</b>	Up to 100%	MRP Incentive Tier of 100%
	Up to 90%	MRP Incentive Tier of 90% or MHD Pilot Participant located within a DAC
	Up to 50%	MRP Incentive Tier of 50% or MHD Pilot Participant located outside of a DAC

## Incentive Calculation Notes:

- [DAC \(Disadvantaged Community\)](#) definitions are the same as in the Make-Ready Program (MRP).
- When a project includes multiple technology segments, each technology segment is calculated separately, then the total incentive amount is the sum of those segments.
- No cost can be counted towards both Make-Ready (or MHD Pilot) and LMTIP, but the same site can receive both incentives (on different costs).
- LMTIP Incentives can be stacked with other incentive programs, however National Grid will reduce the LMTIP Incentive to ensure total incentives do not exceed total project costs.
- Each project is subject to a total LMTIP Incentive value cap of \$1.35 million.

## FAQ:

### **Do I have to apply to Make-Ready to participate in LMTIP?**

No, however you are required to participate in at least one of the National Grid EV programs (Make-Ready, MHD Pilot, Demand Charge Rebate, Commercial Managed Charging, or EV Phase-In Rate) to participate in LMTIP. Additionally, to participate in LMTIP, there needs to be EV chargers, so if none are currently installed, participating in the Make-Ready program could support getting them installed.

### **My site already participated in Make-Ready. Is it eligible for LMTIP?**

If a site has already received a Make-Ready incentive, it is eligible for LMTIP if it is adding new load management technologies. Contact the National Grid EV team to learn more about how this application will be processed.

### **Does the load management technology need to be used exclusively for EV Charging?**

No. The primary purpose must be for EV charging, but the load management technology can support other purposes. However, if the technology is sized in excess of the EV charging capacity, then the technology cost will be proportionally reduced for the incentive calculation.



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