

## 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.



### Eligibility criteria for LMTIP:

- ✔ Commercial electric customers of New York State Electric & Gas (NYSEG) or Rochester Electric and Gas (RG&E).
- ✔ Must be concurrently applying to, participating in, or previously participated in at least one of the following NYSEG or RG&E 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

NYSEG and RG&E will utilize the following technology segments to determine specific project requirements and incentive calculations:

Technology segment	Segment definition and eligible equipment
On-site energy storage	On-site battery energy storage systems installed for the primary purpose of supporting EV charging load management. Systems are customer-owned 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).
Energy storage integrated EVSE	Energy Storage Systems that are integrated directly into the EV Supply Equipment (EVSE).
Load management software	Software that provides energy management services capable of load management.
Load management hardware	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.



For questions or more information about eligibility or incentives, please contact our program administrator Franklin Energy at [EVMR@franklinenergy.com](mailto:EVMR@franklinenergy.com).

## Incentive calculation

Project incentive amount = Technology cost x incentive tier

Technology segment	Technology cost calculation
On-site energy storage	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.
Energy storage integrated EVSE	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.
Load management software	Total contract cost of the load management software, for up to 5 years of a service contract.
Load management hardware	Total invoiced cost of the equipment and installation.

## Incentive tiers

Technology segment	LMTIP incentive tier segment	Criteria
On-site energy storage	Up-to 60%	Located within a DAC
	Up-to 50%	Located outside of a DAC
Energy storage integrated EVSE	Up-to 60%	Located within a DAC
	Up-to 50%	Located outside of a DAC
Load management software	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
Load management hardware	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).
- Each project is subject to a total incentive amount cap of 20% of NYSEG or RG&E's total budget.
  - For NYSEG the cap is \$886,975
  - For RG&E the cap is \$984,105
- 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 NYSEG and RG&E will reduce the LMTIP incentive to ensure total incentives do not exceed total project costs.

## Eligible equipment

Eligible load management technologies must comply with specific standards that vary based on Technology Category. For details on eligible equipment please visit the Joint Utilities website at [jointutilitiesofny.org/ev/lmtip](https://jointutilitiesofny.org/ev/lmtip) or contact our program administrator Franklin Energy at [EVMR@franklinenergy.com](mailto:EVMR@franklinenergy.com).

## 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 NYSEG/RG&E EV programs (Make-Ready, MHD Pilot, Demand Charge Rebate, Commercial Managed Charging, or EV Phase-In Rate) to participate in LMTIP. If you are planning to install new EV chargers we encourage you to consider our Make-Ready Program.



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

No, the load management technology can support other purposes, however the primary purpose must be for EV charging. If the technology is sized greater than the EV charging capacity, the Technology Cost will be proportionally reduced for the incentive calculation.



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.



Can I receive incentives for energy storage from the Make-Ready Program and the LMTIP?

No, you may only receive incentives for energy storage from the Make-Ready Program or the LMTIP.