JOINT UTILITIES OF NEW YORK
NEW YORK ELECTRIC VEHICLE INFRASTRUCTURE MAKE-READY PROGRAM

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SECTION 1:
REVISION TRACKER

DATE	REVISION DESCRIPTION
October 14, 2020	Original Filing
November 16, 2023	Incorporating program changes mandated by November 16, 2023 Order Approving Midpoint Review Whitepapers Recommendations with Modifications.
October 18, 2024	Adjusting communication standards requirements in response to September 20, 2024 Order Approving Modifications to the Make-Ready Program.
July 13, 2026	Incorporating program changes in response to March 23, 2026 Order Denying Petition and Making Other Findings (2026 Petition Order) and June 12, 2026 Order Providing Clarification on Make-Ready Program.
October 19, 2026	Incorporating eligibility for plug type standards and public site accessibility controls in response to September 18, 2026, Order Classifying J3400 Charging Connector as Non-Proprietary, and Making Other Findings (September 2026 Order).
November 6, 2026	Added clarifying language in Section 3's "Definitions" subsection and Section 6's "Public Accessibility Operational Requirements" subsection. Specified in Section 7's "Maintaining Eligibility with Data Reporting Requirements" subsection that parties to an application must be on eligible lists at the time of incentive payment for an application. In same subsection, added clarifying language around reinstatement to eligible lists.

SECTION 2:
OVERVIEW

EV Make-Ready Program Introduction & Benefits

The goal of the Electric Vehicle ("EV") Make-Ready Program ("EV Make-Ready Program") is to support the development of electric infrastructure and equipment necessary to accommodate increased deployment of EVs within New York State by reducing the upfront costs of building charging stations for light-duty EVs. Through this EV Make-Ready Program, entities seeking to install or participate in the installation of Level 2 ("L2") and/or Direct Current Fast Charging ("DCFC") chargers can earn incentives that will offset a large portion of, or in some cases, all, of the infrastructure costs associated with preparing a site for EV charger installation. This Amended Program Participant Guide ("Guide") outlines important details of the EV Make-Ready Program, such as eligibility criteria, enrollment process, and post-enrollment requirements.

As of April 22, 2026, the L2 component of the Make-Ready Program is no longer accepting applications. The DCFC program is paused, subject to approval by DPS Staff before reopening, as described in this document. Any completed applications received by the deadline above are allowed to proceed through the application process. Further details about the L2 Program ending are described in the sections below.

Background

The Climate Leadership and Community Protection Act[1] (the "CLCPA") of 2019 codifies ambitious

[1] Chapter 106 of the Laws of 2019. CLCPA is available at https://legislation.nysenate.gov/pdf/bills/2019/S6599. See also, the Climate Act Fact Sheet, available at: https://climate.ny.gov/-/media/CLCPA/Files/CLCPA-Fact-Sheet.pdf.

targets governing economy-wide reductions in greenhouse gas emissions. To support these goals and in alignment with the State's policy goal on light-duty vehicle electrification outlined in the 2013 multi-state zero-emission vehicles ("ZEV") MOU,[2] the New York State Public Service Commission ("Commission") issued an order on July 16, 2020 approving the EV Make-Ready Program.[3] Following a Midpoint Review, the Commission issued an Order on November 16, 2023 approving modifications to the EV Make-Ready Program.[4] The requirements of the 2020 and 2023 Orders will help New York meet its emissions reduction targets by supporting increased adoption of EVs through statewide deployment of over 38,350 L2 plugs and 6,300 DCFC plugs by the end of 2025. The Orders incentivize the Joint Utilities[5] and developers to expand the number of charging locations and authorize $1.24 billion of spending, with $372 million of that amount allocated for plugs benefiting Disadvantaged Communities (as defined below in Section 2).

On March 23, 2026, the Commission issued an Order discontinuing the acceptance of new L2 applications in the EV Make-Ready Program and pausing the acceptance of DCFC applications until certain reporting requirements are met.[6] The 2026 Petition Order established minimum reporting rates to improve data collection and reporting efforts. As of April 22, 2026, the Joint Utilities will no longer accept applications for L2 chargers.

On September 18, 2026, the Commission issued an Order ("September 2026 Order") classifying the SAE J3400 connector as non-proprietary for projects submitted following the effective date of the Order and clarifying the requirements for a charging site to qualify and remain eligible as publicly accessible.[7] For applications made after September 18, 2026, if the applicant selects equipment with the J3400 plug type, those plugs will be considered non-proprietary. The Order also directed the Joint Utilities to establish an ongoing process to monitor and ensure that sites receiving incentives contingent upon public accessibility maintain compliance during the required five-year operating period.

The Orders require the Joint Utilities[8] to file individual implementation plans along with this common Guide. This Guide provides specific information for Participants to better enable their participation in the EV Make-Ready Program. The Guide may need modification as the EV Make-Ready Program and/or the

[2] On October 24, 2013, Governor Cuomo entered into a Memorandum of Understanding ("MOU") with the Governors of California, Connecticut, Maryland, Massachusetts, Oregon, Rhode Island, and Vermont agreeing to coordinate and collaborate to promote effective and efficient implementation of ZEV regulations. Since 2013, additional states have joined the ZEV MOU. *Available* at http://www.dec.ny.gov/docs/air_pdf/zevmou.pdf.
[3] Case 18-E-0138, *Proceeding on Motion of the Commission Regarding Electric Vehicle Supply Equipment and Infrastructure* ("EVSE &I Proceeding"), Order Establishing Electric Vehicle Infrastructure Make-Ready Program and Other Programs (issued July 16, 2020) ("2020 Order").
[4] Case 18-E-0138, EVSE &I Proceeding, Order Approving Midpoint Review Whitepaper's Recommendations with Modifications (issued November 16, 2023) ("2023 Order").
[5] The Joint Utilities are Central Hudson Gas & Electric Corporation (Central Hudson), Consolidated Edison Company of New York, Inc. (Con Edison), New York State Electric & Gas Corporation (NYSE&G), Niagara Mohawk Power Corporation d/b/a National Grid (National Grid), Orange & Rockland Utilities, Inc. (O&R), and Rochester Gas and Electric Corporation (RG&E).
[6] Case 18-E-0138, EVSE &I Proceeding, Order Denying Petition and Making Other Findings (issued March 23, 2026) ("2026 Petition Order").
[7] Case 18-E-0138, EVSE &I Proceeding, Order Classifying J3400 Charging Connector as Non-Proprietary, and Making Other Findings (issued September 18, 2026) ("September 2026 Order").
[8] For ease of reference, the text refers to Joint Utilities. The use of the term also includes actions or program design parameters that would be applicable to an individual utility's program.

application process evolve. Revised versions of this Guide will be posted on the Commission's Document and Matter Management system and at the Joint Utilities' website (www.jointutilitiesofny.org).

SECTION 3:
DEFINITIONS

Administrative Hold: A temporary freeze on a specific NSP's participation in the Make-Ready Program, as required by the 2026 Petition Order. The administrative hold applies when an NSP applies to rejoin the eligible NSP list after falling below the Data Reporting Compliance Threshold. The hold starts after the NSP demonstrates compliance with the data-reporting compliance threshold.

Approved Contractor: A contractor/developer/installer who has met the Joint Utilities' approval criteria to install EV charging infrastructure incentivized through the EV Make-Ready Program and whose customers (i.e., Participants or site hosts) have maintained compliance with the data reporting threshold, defined below. "Contractor" includes "developer" or "installer."

Committed/Approved Project: A project that signs a program agreement (i.e., a contract) with one of the Joint Utilities for a make-ready project and associated incentives.

Customer: An entity taking service from the utility.

Data Reporting Compliance Threshold: The 2026 Petition Order defined a minimum 90-percent data reporting rate for DCFC infrastructure as a prerequisite for the Joint Utilities to resume acceptance of applications. The 2026 Petition Order required a plan for reporting historical data to the same data reporting threshold but applied to L2 infrastructure. The data reporting rate is defined according to the below formula with the equation elements defined in the Data Compliance Plan.[9]

$$\text{Reporting Rate} = \frac{\text{L2 or DCFC Total Monthly Data Points Reported}}{\text{L2 or DCFC Total Monthly Data Points Required}}$$

Threshold Rate = 90 percent. This threshold will be utilized to assess eligibility for returning Participants, as well as the Approved Contractor and Eligible NSP lists. Please refer to Companies' Implementation Plans for more details.[10]

Disadvantaged Communities ("DAC"): Communities that bear burdens of negative public-health effects, environmental pollution, impacts of climate change, and possess certain socioeconomic criteria, or comprise high concentrations of low- and moderate-income households, ECL § 75-0101(5). The Climate Justice Working Group ("CJWG") adopted final criteria to identify DACs in the State on March 27, 2023. The DAC map can be accessed at: https://climate.ny.gov/Resources/Disadvantaged-Communities-

[9] Case 18-E-0138, EVSE&I Proceeding, *Data Reporting Compliance Plan* (July 13, 2026).
[10] Case 18-E-0138, EVSE&I Proceeding, *Implementation Plan* (July 13, 2026).

Criteria.

Developer: An entity responsible for designing, constructing, and commissioning an EV charger site. This entity may also be responsible for owning, managing, and operating the chargers.

Disadvantaged Community Zone ("DAC Zone"): An area surrounding a Disadvantaged Community within a specified radius. DAC Zones vary by utility and location.[11]

- Within a DAC in the Con Edison territory,
- Within one mile of a DAC in Central Hudson, O&R, or RG&E service territories,
- Within one or two miles of such communities in the NYSEG and National Grid service territories (depending on location).

Equipment Owner: The entity that purchases and owns the EV charging equipment once it is installed.

Electric Vehicle Service Equipment ("EVSE"): A charging device that supplies electrical energy to recharge the battery of an EV. Synonymous with EV charging equipment.

Eligible NSP: An NSP that is in compliance with the Data Reporting Threshold requirements. Please refer to the Joint Utilities' Data Compliance Plan for more details on NSP eligibility requirements.[12]

Eligible Participant: A Participant that is in compliance with the Data Reporting Threshold requirements. Please refer to Section 7 for more information on Participant eligibility requirements.

EV Make-Ready Program: A program that provides incentives for the installation of electric infrastructure to support the deployment of L2 and DCFC light-duty EV chargers in New York State.

Future-proofing: Refers to the installation of infrastructure or equipment beyond immediate project needs to accommodate anticipated future EV charging expansion**.**

Multi-Unit Dwelling ("MUD"): A multi-unit residential building with five or more dwelling units.

Network Service Provider ("NSP"): Business entity that provides centralized networking, communications, and data services for charging equipment connected across an Internet-enabled network. The NSP is responsible for collecting, hosting, and transmitting charging data, including but not limited to; session, outage, and uptime data associated with networked charging stations. The NSP may own and operate the charging station, or the NSP may sell their services to the charging station operator or Participant.

Non-Proprietary Plug: A plug that uses an open, industry-standard protocol and is not limited to charging vehicles of a single manufacturer. For projects submitted following September 18, 2026, qualifying non-proprietary plug types include J1772, CCS, CHAdeMO, and SAE J3400, as applicable to the project and charging level.[13]

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[11] Please refer to utility websites for more information on DAC Zones.

[12] Case 18-E-0138, EVSE&I Proceeding, *Data Reporting Compliance Plan* (July 13, 2026).

[13] The classification of J3400 as a non-proprietary plug type only applies to applications submitted after September 18, 2026. In the September 2026 Order states: "DPS staff additionally noted the SAE CCS and CHAdeMO charging connectors were the most commonly deployed non-proprietary connectors for DCFC sites," and the Order reclassifies "J3400 as a non-proprietary charging connector and therefore eligible for full Make-Ready Program incentives." The Commission notes that non-proprietary connectors are those adopted by multiple automakers. Case 18-E-0138, EVSE&I Proceeding, September

Participant: An entity, including its subsidiary or affiliate, that applies for and/or receives the incentives available through the Make-Ready Program. This entity signs the Program Agreement.

Plug: The part of the charging equipment that physically interfaces with a vehicle to deliver power. Usually, one or two plugs are present on a charging station.

Program Agreement: A required agreement that a Participant must sign before construction, confirming the approved service connection layout, incentive offering, and program terms.

Port: The part of the EVSE (or charging station) that supplies power to fill one electric vehicle's battery at a time. A charging station's port may have multiple connectors or plugs, but each port represents a single dedicated connection capable of powering only one vehicle concurrently. In the L2 program, a port corresponds to the number of plugs eligible for incentives such that each plug is capable of simultaneously charging an EV. In the DCFC program, a port corresponds to the number of plugs eligible for incentives such that each plug is capable of simultaneously charging an EV at minimum power rating of 50 kW.

Proprietary Plug: An EV charging plug that does not use an open, industry-standard protocol or that is exclusive to certain EV makes and models.

Publicly Accessible Site: A charging site that: (1) is accessible to members of the public during the site's operating hours without an access fee, except for charging located in municipal paid parking lots; (2) hosts at least as many non-proprietary plugs as proprietary plugs, with an equal or greater number of non-proprietary plugs where applicable; and (3) permits any vehicle compliant with the applicable plug standard to initiate a charging session. A site is not publicly accessible if access or charging initiation is limited to a subset of otherwise compatible vehicles or users through payment, authentication, OEM/network, contractual, technological, or other restrictions.

Site Host: The owner or operator of the site on which the EV charging equipment is installed. The Site Host may or may not be the Participant or the Equipment Owner. The Site Host may also be referred to as the Site Owner.

Site Operator: Where the site owner does not operate the site, the entity that operates the property, including overseeing the EV charging equipment at a site.

Station: The charging equipment that administers charge to a vehicle, which may also include a kiosk that drivers interact with during charging transactions, such as payment and charge initiation. Synonymous with charger or EV charging station.

SECTION 4:

EV MAKE-READY PROGRAM ELIGIBILITY AND INCENTIVES

To qualify for receiving incentive payments under the EV Make-Ready Program, the following criteria must be satisfied.

Equipment or Infrastructure

2026 Order (September 18, 2026), p. 4 and p. 14.

Two categories of equipment or infrastructure are eligible for incentives:

1. **Utility-side Make-Ready Infrastructure:** Utility electric infrastructure needed to connect and serve a new EV charger. This may include traditional distribution infrastructure such as step-down transformers, overhead service lines, and utility meters that will continue to be owned and operated by the utility.
2. **Customer-side Make-Ready Infrastructure:** EV equipment or infrastructure necessary to make a site ready to accept an EV charger that is owned by the charging station Developer, Equipment Owner, or Site Host. This electric infrastructure may include conductors, trenching, panels, and advanced technologies including energy storage and Automated Load Management Systems needed for the EV charging station.

Additional costs to future-proof[14] a site may also be approved as part of eligible infrastructure. All EV supply equipment must be installed by an Approved Contractor to be eligible for the incentives. EV chargers themselves (including bidirectional chargers) and associated equipment such as power blocks, modules, mounting hardware, co-located distributed generation, or networking fees, are ineligible for incentives under the EV Make-Ready Program.

Other Eligibility Requirements and Incentives

The 2026 Petition Order directed the Joint Utilities to modify the EV Make-Ready Program's eligibility requirements, specifically through the inclusion of an Eligible NSP List and extending those requirements to other relevant parties active in the Program.[15] The updated eligibility requirements are detailed below and are further referenced in subsequent sections of this Guide.

To receive incentives through the EV Make-Ready Program, a project must satisfy the following criteria:

- **Approved Application:** Participant must apply to be accepted into the EV Make-Ready Program by the utility in whose electric service territory the proposed EV charging station will be located. Upon receipt of a completed application, the utility will review, evaluate, and approve applications meeting the applicable criteria.
- **Station Maturity:** Construction of the EV charging station must have commenced on or after July 16, 2020 and before the program agreement is completed.[16]
- **Entity Eligibility Requirements:** As required by the 2026 Petition Order, all projects in the reopened DCFC program must utilize entities that have been approved by the Joint Utilities for participation in the Program. Upon DCFC Program resumption, eligibility criteria for different participating entities are outlined in Table 1 below.

[14] See definitions section.
[15] Case 18-E-0138, EVSE&I Proceeding, *2026 Petition Order* (March 23, 2026), p.22-23.
[16] Case 18-E-0138, EVSE&I Proceeding, *Declaratory Ruling on Eligibility for Make-Ready Program Incentives* (issued July 18, 2025).

Table 1: Entity Eligibility Requirements

Entity Type	DCFC Eligibility Requirements
Participant	Participants must meet the 90 percent data reporting threshold for their total aggregated stations across the Joint Utilities, as defined below, to submit new DCFC applications to the Program and receive incentives . The Joint Utilities will manage a private list to be shared across the Companies. A new MRP Participant is not required to demonstrate historical data reporting compliance.[17]
Approved Contractor	The Joint Utilities' combined website[18] includes a list of Approved Contractors available for the Make-Ready Program and an application form for contractors that wish to become an Approved Contractor. The contractor is initially required to self-certify that it is registered to do business within New York State and that the contractor has all appropriate licenses and certifications that are needed for all jobs in the area(s) where they perform work. The contractor is also asked to indicate which areas of the State it plans to perform make-ready work and must confirm as a part of their Approved Contractor List application their understanding of the Program's 90 percent data reporting threshold requirement. Contractors' applications will be approved or denied within one month of the application submittal. Contractors will receive an email notifying them of their approval status. Contractors who have previously participated in the Program must remain in good standing with their total aggregated stations across the Joint Utilities meeting the 90 percent data compliance rate, as defined below in order to participate in a new application or program agreement with a Make-Ready Program participant. The Joint Utilities shall have the ability to remove contractors from the qualifying list for either: (a) falling out of standing with the non-data reporting qualification criterion/criteria established by the Joint Utilities, or (b) performance concerns and/or customer complaints. • Contractors who fall out of standing based on one or more of the qualifying criterion/criteria and subsequently correct that deficiency shall be reinstated upon demonstration of compliance and without an administrative hold. • The Joint Utilities may place a contractor on probation due to customer complaints or failure to satisfy performance or participation standards in the Program Agreement. Failure to take corrective action and/or the continuance of customer complaints will result in the suspension of the contractor's ability to contract with Participants in the Program. The Joint Utilities may reinstate a contractor upon a reasonable demonstration of the contractor's actions to address and mitigate recurrence of customer complaints, and/or to resolve identified performance or participation deficiencies.

[17] Participants will be notified when they fall below the 90-percent threshold.
[18] Approved Contractor List available at: https://jointutilitiesofny.org/ev/make-ready/approved-contractors.

NSP	The Joint Utilities will review NSP performance and maintain an up-to-date, publicly available list of eligible NSPs. This list will be updated monthly. Prospective Participants that submit an application to the DCFC component of the Make-Ready Program after it reopens must choose an NSP from the Eligible NSP List. NSPs must meet the 90 percent data reporting threshold for their total aggregated stations across the Joint Utilities, as defined below, to remain on the public Eligible NSP List. Previously participating NSPs will be added to the list based on their historical performance. New NSPs looking to participate in the Program will be required to at minimum apply to the Joint Utilities, providing written acknowledgment of the criteria for maintaining eligibility. The new NSP application and guidelines will be published on the Joint Utilities Website (jointutilitiesofny.org/ev/make-ready).

- **Location Capacity:** EV charging stations must conform to capacity guidelines including:
  i. EV charging stations must have a minimum of two plugs.[19]
  ii. DCFC sites with more than 30 plugs and/or demand in excess of 6MW in Con Edison's territory or more than 10 plugs and/or demand in excess of 3MW for all other Joint Utilities territories will be allowed to participate in the EV Make-Ready Program under the condition that developing the site does not cause the utility to incur new business costs greater than those that would have been incurred to develop a site with a maximum demand of 6MW or 3MW, respectively. The number of plugs at locations in excess of 30 plugs in Con Edison's territory or 10 plugs for all other JU territories shall not exceed 50 percent of the target number of plugs established under the Program for each utility.[20]
- **Equipment Eligibility Requirements:** Sites that receive Make-Ready incentives must meet specific technical communication standards, including the International Organization for Standardization's ("ISO") ISO 15118 and Open Charge Point Protocol's ("OCPP") OCPP 2.0.1. ISO 15118 -2 and -20 address network and application protocol requirements and -3 addresses the physical and data link layer.[21] ISO 15118-capable hardware ensures enough processing power is available for ISO 15118-conformant software to operate. OCPP 2.0.1 requires chargers to operate an open-source application protocol for communication between EV charging stations and centrally managed charging station networks.
  i. ISO 15118 hardware conformance must meet the definition specified in the Commission's petition ruling:
     a. Hardware conformance with ISO 15118-3 and
     b. Hardware capable of enabling ISO 15118 -2 or -20.
  ii. ISO 15118 software conformance must meet the definition specified in the

[19] The number of two-plug stations that can receive incentives through the Program is limited to no more than 50 percent of the target number of plugs in the five boroughs of New York City and 25 percent of the target number in the remainder of the State.
[20] Case 18-E-0138, EVSE&I Proceeding, *Midpoint Order* (November 16, 2023), p.22-23.
[21] ISO 15118 includes technical specification of the Vehicle-to-Grid Communication Interface that enable electric road vehicles to "recharge in the most economic or most energy efficient way" and allow for convenient billing systems. Available at https://www.iso.org/obp/ui/en/#iso:std:iso:15118:-4:ed-1:v1:en.

Commission's petition ruling:

a. Software conformance with ISO 15118 -2 or -20.

iii. EVSE must also comply with OCPP 2.0.1 or later.

- **Equipment Eligibility Timelines:** Sites that receive Make-Ready incentives must comply with the communication standards requirements above by the timelines outlined below, depending on the charger level. The Joint Utilities website (https://jointutilitiesofny.org/ev/make-ready) contains information on how Participants can request that their preferred EVSE supplier apply to the verified product list, which indicates that EVSE meets the requirements described above.
  i. Compliance Timelines for L2 Chargers:
    a. EVSE installed at sites committed before June 1, 2025, are not required to comply with any communication technical standards.
    b. EVSE installed at sites committed on or after June 1, 2025, must achieve conformance to all requirements described above in the section titled "Equipment Eligibility Requirements."[22]
  ii. Compliance Timelines for DCFC Chargers:
    a. As of the filing date of this Participant Guide, all new commitments for EVSE installed at sites must have equipment that can achieve ISO 15118 hardware conformance (equipment satisfies ISO 15118-3 and ISO 15118 -2 or -20).
    b. Projects committed on or after December 16, 2023, must have equipment that can achieve ISO 15118-2 or -20 software conformance by November 16, 2024. If the project is committed after November 16, 2024, then the project must have equipment that can achieve ISO 15118-2 or -20 software conformance immediately upon project completion.
    c. Beginning on November 16, 2024, all projects must also achieve OCCP hardware conformance (equipment satisfies OCPP 2.0.1 or later).

- **Public Accessibility Eligibility:** All sites in the program, regardless of installation date, that receive an incentive amount contingent upon public accessibility must maintain the applicable public-accessibility criteria throughout the required five-year operating period. The Participant remains responsible for continuing compliance, including where another party performs activities affecting site access or charging initiation.

  i. The Participant must notify the Utility within 30 days of any material change that could affect public accessibility, including changes to site access, parking or access fees, connector type, equipment, payment or authentication methods, or other contractual or technological conditions (i.e., Participant must send notification to the Utility before or within 30 days after the material change is made).

  ii. A site that has received the public incentive tier may be visited at any time within the first five years of its operation to verify compliance with the public accessibility eligibility requirements.

[22] Originally, the effective date for ISO 15118 hardware and software conformance & OCPP hardware conformance were December 16, 2023, and November 16, 2024, respectively. These compliance dates for L2 projects are superseded by the currently effective dates listed in the Order Approving Modification to Make-Ready Program (issued and effective September 20, 2024).

Projects developed by the New York Power Authority ("NYPA") are eligible for two types of incentives:

(i) incentives of up to $15 million supporting fast charging development in Regional Economic Development Council ("REDC") regions; and

(ii) incentives of up to $15 million supporting DCFC locations under NYPA's EVolve NY program.

Participants in the EV Make-Ready Program are eligible to receive incentives covering up to the cost of Make-Ready infrastructure based upon the criteria detailed in Tables 2 and 3. No single Participant may receive incentives for greater than 50 percent of any utility-specific Make-Ready Program incentive budget.

Table 2: Incentive Level Criteria[23]

Incentive Level	Eligible Project Criteria
Up to 100%	• Publicly accessible DCFC projects with non-proprietary plug types located within DACs or Disadvantaged Community Zones, as applicable.[24] • Publicly accessible DCFC projects with proprietary plug types that also include an equal number of non-proprietary plugs of an equal or greater charging capacity to the proprietary plugs located within DAC or Disadvantaged Community Zones, as applicable. • L2 projects located at eligible MUDs (see Table 2). • L2 curbside projects within or adjacent to a DAC. *Enhanced incentive eligibility by utility is described below and detailed in Table 3.*
Up to 90%	• Publicly accessible L2 and DCFC projects with non-proprietary plug type. • Publicly accessible L2 and DCFC projects with proprietary plugs that also have an equal or greater number of non-proprietary plugs of an equal or greater charging capacity to the proprietary plugs. • Includes municipal pay-to-park locations and free parking offered while charging.
Up to 50%	• Non-public L2 and DCFC projects, such as workplaces or MUDs with restricted access and privately owned pay-to-park lots that require payment for parking while charging. • Public and non-public L2 and DCFC projects with proprietary plugs that do not include an equal or greater number of non-proprietary plugs of an equal or greater charging capacity to the proprietary plugs.
Table 2 is provided for illustrative purposes. Individual utilities reserve the right to make determinations regarding incentive level eligibility based on their assessment of the proposed project and available information at the time of review. Customers are responsible for all costs not eligible for incentives including the cost of chargers, maintenance, electricity, networking fees, and other operational costs.	

Participants in the Make-Ready Program are eligible for an enhanced incentive tier, up-to 100% of eligible costs, if they meet the following criteria (eligibility varies by utility service territory, as shown in Table 3 below):

1. Publicly accessible, non-proprietary DCFC sites within a DAC Zone.[25]
2. Statewide, MUD buildings that have an affordable housing regulatory agreement in place with a state, federal or city entity that requires at least 25 percent of units to be affordable to households at or below 80 percent of Area or State Median Income; or, alternatively, MUD buildings that can demonstrate via rent roll that at least 25 percent of the units have a calculated household

[23] Case 18-E-0138, EVSE&I Proceeding, *2020 Order* (July 16, 2020), p. 5, 44-46; *Midpoint Order* (November 16, 2023), pp. 35-41.
[24] DAC Zones will be defined in each utility's Implementation Plans.
[25] Please refer to utility websites for more information on DAC Zones.

income no more than 80 percent of the greater of the Area or State Median Income.

3. In all utility service territories, except Con Edison, MUD buildings located in a DAC census tract.
4. Statewide, curbside L2 chargers located in or directly adjacent to DACs. Participants must demonstrate that each curbside charger is associated with a designated EV charging parking space, and that a framework is in place to prevent non-charging vehicles from blocking access to charger.

Table 3: Enhanced Incentive Eligibility Criteria[26]

	Utility Service Territory	Affordable MUD L2	Market Rate MUD L2	Public Curbside L2	Public DCFC
Inside of DAC census tract	Con Edison	Up to 100%	Up to 50%	Up to 100%	Up to 100%
	Central Hudson, National Grid, NYSEG, O&R, RG&E		Up to 100%		
Outside of DAC census tract*	Con Edison	Up to 100%	Up to 50%	Up to 90%	Up to 90%
	Central Hudson, National Grid, NYSEG, O&R, RG&E				Up to 100% within a 1- or 2-mile radius of a DAC census tract. Up to 90% outside of 1- or 2-mile radius of a DAC census tract.*

**The DAC Zones vary by utility and location. Please refer to utility websites for more information on DAC eligibility.*

[26] Case 18-E-0138, EVSE&I Proceeding, *Midpoint Order* (November 16, 2023), p.35-41.

SECTION 5:
APPLICATION & ENROLLMENT

Participants interested in applying for the EV Make-Ready Program may access the necessary application form and supporting information online at each utility's website, as indicated in Table 4 below.

Participants in the EV Make-Ready Program may also participate in other incentive programs that each utility may have available over time, as long as permitted.

Prior to Make-Ready incentive payment, a Participant receiving an incentive amount contingent upon public accessibility must confirm that the completed site will be publicly accessible throughout the required five-year operating period and will permit any vehicle compliant with the applicable connector standard and charging speed to initiate a charging session. Additionally, EV charging access at a public site should not be any more restrictive than access to the site in general. Material restrictions affecting public accessibility must be disclosed to the Utility prior to acceptance of the incentive award.

L2 applications are closed as of April 22, 2026. DCFC applications are paused as of April 22, 2026, and may reopen at a later date based on criteria laid out in each utility's Data Reporting Compliance Plan and Implementation Plan.[27]

Table 4: EV Make-Ready Program Application Form Location

Utility	Program Application Web Address
Central Hudson Gas & Electric Corporation	*https://www.cenhud.com/my-energy/electric-vehicles/EV-make-ready-program* *https://ch-evmakeready.customerapplication.com/*
Consolidated Edison Company of New York, Inc.	*https://coned.com/powerready*
New York State Electric & Gas Corporation	*https://www.nyseg.com/smartenergy/electricvehicles/ev-programs-for-your-business*
National Grid	*https://www.nationalgridus.com/Upstate-NY-Business/Energy-Saving-Programs/Electric-Vehicle-Charging-Station-Program*
Orange & Rockland Utilities, Inc.	*https://www.oru.com/en/our-energy-future/technology-innovation/electric-vehicles/new-york/commercial-ev-drivers/power-ready-program*
Rochester Gas and Electric Corporation	*https://www.rge.com/smartenergy/electricvehicles/ev-programs-for-your-business*

[27] Case 18-E-0138, EVSE&I Proceeding, *Data Reporting Compliance Plan* (July 13, 2026) and *Implementation Plan* (July 13, 2026).

SECTION 6:

OPERATIONAL REQUIREMENTS

The EV Make-Ready Program requires that all sites meet a specific minimum set of performance standards, which will be tracked and reported by the Participant as part of the overall reporting requirements outlined in Section 7 below. These operational standards are as follows:

- DCFC plugs must be operational 95 percent of the time (annually);
- DCFC charging stations must be operational 99 percent of the time (annually), with a minimum of 50 percent of the plugs considered to be "up" at all times;
- All charging stations in the EV Make-Ready Program must operate for a minimum of five years;
- Ownership of EV charging stations may change or stations may be upgraded during the five-year term, as long as the number of plugs and the capacity of the station does not decrease, and the site continues to meet all performance and reporting obligations of the Program;
- Participants that switch NSPs or swap equipment must notify the Utility serving their station within 30 days of the change, providing the new NSP name and contact information or updated serial numbers.
- All chargers in the EV Make-Ready Program (committed after January 12, 2024) must display easily identifiable, up-to-date contact information for the EV charging service provider; and,
- Final incentive payment will be withheld until one month with reporting of utilization and uptime/downtime data has been successfully submitted for each participating charger.

Public Accessibility Operational Requirements

A site receiving an incentive amount contingent upon public accessibility must maintain the applicable public-accessibility criteria throughout the required five-year operating period. The Participant remains responsible for continuing compliance, including where another party performs activities affecting site access or charging initiation.

The Participant must notify the Utility within 30 days of any material change that could affect public accessibility, including changes to site access, parking or access fees, connector type, equipment, payment or authentication methods, or other contractual or technological conditions (i.e., Participant must send notification to the Utility before or within 30 days after the material change is made).

A site that has received the public incentive tier may be visited by the Utility at any time within the first five years of its operation to verify compliance with the public-accessibility eligibility requirements (e.g., requirements outlined in Implementation Plans, such as a requirement that access to the EV charger is not more restrictive than to the site itself during the site's operating hours).

Public Accessibility Verification and Monitoring

Before September 1st of each year, the Utility will conduct public-accessibility compliance reviews of eligible public sites in its service area that have been operational for more than one year and less than five years and have not been visited for other site verification purposes within the last year. The Utility will conduct

compliance reviews using the following method:[28]

- On-site Accessibility Reviews: The Utility will conduct on-site accessibility reviews for at least the minimum number of public sites required under the Joint Utilities' site verification sampling methodology at a 90% confidence level.[29] The Utility will also reinspect any site that failed inspection the prior year.

Public Accessibility Non-Compliance and Cure Process

If the Utility determines that a site receiving an incentive based on public accessibility no longer satisfies one or more applicable public accessibility requirements, the Utility will notify the Participant of the identified non-compliance. Within 14 calendar days of the initial correspondence from the Utility, the Participant must correct the access issues and provide evidence of accessibility.

If public access is reestablished within the required 14 calendar days, the Utility will reinspect as soon as practicable, but not more than 14 calendar days after Participant notifies Utility of reestablished public accessibility.

If the reinspection confirms that the identified issue(s) have been corrected, but the site fails reinspection due to the same or other failure categories, the Participant will have an additional 14 calendar days from the date of reinspection to correct the issue(s). During these 14-day cure periods, applications, application approvals, and incentive payments cannot continue between the Utility and the Participant.

If the Participant fails to correct the accessibility issue(s) identified in the Utility's initial notice within 14 calendar days, or fails to correct public accessibility issue(s) within 14 calendar days following notice of the reinspection results, the portion of the Participant's incentive that was contingent on the site being publicly accessible will be subject to claw-back by the Utility. [30]

The Utility will additionally conduct a follow-up inspection in the subsequent annual cycle to verify compliance with public accessibility requirements.

[28] Public Sites that are known to be publicly accessible, such as airport lots or highway service plazas, may be excluded from the sites sampled.
[29] Case 18-E-0138, EVSE&I Proceeding, *On-Site Operational Verification Report*. Utilities' individual On-Site Operational Verification Reports are available on DMM.
[30] These public accessibility requirements are in addition to, and not in lieu of, any other Program requirements. Nothing in this section limits the Utility's ability to investigate, address, or remedy other compliance issues or Program violations that may arise during a reinspection or otherwise in connection with administration of the Program, including through recovery of incentives or other appropriate actions. This includes, without limitation, the Utility's ability to take appropriate action with respect to periods during which a site was not publicly accessible, even if the issue is subsequently remedied.

SECTION 7:
REPORTING REQUIREMENTS

The Joint Utilities are expected to report on granular, confidential data outside of the annual report filings and therefore Participants are asked to make the information available on a monthly basis, or potentially more frequently if necessary and feasible.[31] Specific information required in each category is listed below, including an indication of whether the Joint Utilities or the Participant is responsible for providing the data. See the Joint Utilities' Data Compliance Plan for more details on reporting requirements.[32]

- Program Participation: (Provided by the Joint Utilities)
    - Reporting year;
    - Site ID;
    - Census Tract;
    - Whether the site is located in a geographic Disadvantaged Community;
    - Percent of service applications that have matured into operating stations;
    - Number of station owners participating;
    - Number of sites for which incentives were issued;
    - Number of plugs installed;
    - Aggregated kW Nameplate Capacity;
    - Infrastructure costs (broken out by customer and company infrastructure, allocated by make-ready costs and new business costs);
    - Incentive levels a site received (up-to-50, 90, or 100 percent);
    - Total incentives paid per site;
    - Whether the site received funding from the Medium- and Heavy-Duty Pilot;[33]
    - Whether the site received funding from the Transit Authority Make-Ready Program; and
    - Whether the site received Operating Cost Relief from a Demand Charge Alternative Program.

The Joint Utilities will continue to update the publicly accessible tracker to reflect some of the above information. The tracker monitors both the committed and completed L2 and DCFC plug installations, as well as the L2 and DCFC budgets reported as separate dollar figures and by service territory. The Joint Utilities will designate, at a minimum, incentives and plug totals committed and installed to benefit Disadvantaged Communities. The tracker is available at the Joint Utilities website at

[31] Request for data will occur at a monthly cadence, though Con Edison's Program Agreements with Participants to date require quarterly reporting in line with the requirements in the 2020 Order (2020 Order, p.107). Con Edison will revise the terms and conditions of agreements going forward to require monthly reporting, consistent with p.10 of the 2026 Petition Order.

[32] Case 18-E-0138, EVSE&I Proceeding, *Data Reporting Compliance Plan* (July 13, 2026).

[33] See the Joint Utilities website for more information about the Medium- and Heavy-Duty Pilot Program (jointutilitiesofny.org/ev/make-ready/mhd-pilot-program).

jointutilitiesofny.org/ev/make-ready.

- Plug and charging session data, including: (Provided by the Participant or their NSP)
    - Number of sessions daily;
    - Start and stop times of each charge;
    - Amount of time each vehicle is plugged in per session;
    - Peak kW per charging site (aggregated monthly per site; including site capacity, charger nameplate capacity, and peak kW load management adjustment);
    - Annual aggregated kWh per charging site;
    - Annual aggregated percent utilization per site;
    - Annual aggregated hours charging; and
    - Plug outage information (the number and duration of outages, differentiated by expected outage and unexpected outages).

Data on the categories above are included in the Companies' semi-annual or annual reports as required by the Midpoint Order.[34]

Data Reporting Rate

In accordance with the 2026 Petition Order, a minimum data reporting threshold of ninety percent (90 percent) has been established for monthly station session and uptime/downtime data. This threshold will be utilized to assess eligibility for returning Participants, as well as Approved Contractors and NSPs. The reporting rate formula and the minimum threshold are defined in the Definition Section of this document. For calculating compliance with the threshold, a month represents a full calendar month for one station that has elapsed since January 1, 2024. The calculation for data-reporting compliance will start from the first complete month on or after January 1, 2024 that the charging station should have been reporting data. Please refer to the Joint Utilities' individual Implementation Plans or to the JU website for additional details on how the reporting rate is calculated.

To be considered eligible to be party to a Make-Ready application, as required by the 2026 Petition Order, a Participant, Approved Contractor, or NSP must have a Data Reporting Rate ≥ 90 percent, where the total points reported and required are aggregated across all the stations associated with that Participant, Approved Contractor, or NSP across all the Joint Utilities. Eligibility to participate in the DCFC program is based on DCFC data reporting.

Participant Data Reporting and Project Requirements

All Participants in the Make-Ready Program must comply with the data reporting thresholds discussed above. Participants whose projects apply after the DCFC Program reopens and the Eligible NSP List is published must also select an Eligible NSP from the Joint Utilities' most up-to-date Eligible NSP List and Approved Contractor List. These Lists will be updated regularly and published on the Joint Utilities website (jointutilitiesofny.org/ev/make-ready). Inclusion on the appropriate list for a DCFC project is

[34] Case 18-E-0138, EVSE&I Proceeding, *Midpoint Order* (November 16, 2023), pp.72-73.

based on an NSP or Approved Contractor meeting the data reporting threshold across all DCFC station-months for all DCFC stations across the Joint Utilities. The appropriate utility will confirm that the NSP is on the eligible list at the time of application submission and project approval. Participants' reporting rate is also measured across the Joint Utilities and tracked in a private list.

Maintaining Eligibility with Data Reporting Requirements

After the DCFC program re-opens, Participants submitting a new Make-Ready application must achieve the Data Reporting Compliance Threshold and be in good standing with all of the Joint Utilities in order to be eligible to apply. Additionally, Participants must use both an eligible NSP and an eligible Contractor (denoted by appearing on the relevant Eligible NSP List and Approved Contractor List) in order to submit an eligible application. At the time of project completion and before payment of incentives are made, all three entities (the Participant, the NSP, and the Contractor) must still be in good standing and be on their respective lists.

Participant Cure Process:
If a Participant falls below the 90 percent data reporting compliance threshold, they will be contacted by their utility and given a 45-day warning period to rectify the situation. Applications, application approvals, and incentive payments cannot continue during this time. During the 45-day warning period and until they regain data-reporting compliance, they will be marked as ineligible on the private Participant list managed by the Joint Utilities. Compliance is measured across the Joint Utilities, meaning all the charger-months associated with that Participant are summed across all the Joint Utilities.

Participant Reinstatement:
If a Participant is deemed ineligible to participate for non-compliance with the Data Reporting Threshold, they will have to achieve compliance before becoming eligible again.[35]

Approved Contractor Cure Process:
If at any time any of the Joint Utilities identifies that a participating Approved Contractor falls below the 90 percent data reporting compliance threshold, they will be notified by the Joint Utilities and given a 45-day warning period to rectify the situation to remain on the Approved Contractors list. Applications, application approvals, and incentive payments associated with projects linked to the contractor can continue during this time. If, after the 45-day warning period, their data reporting rate is below 90 percent, then they will be removed from the Approved Contractors list and thus not able to participate in new applications.

Approved Contractor Reinstatement:
If a Contractor is removed from the list for non-compliance with the data reporting threshold, they will have to achieve compliance before being added back on. Once Contractors have achieved compliance with the data reporting requirement, the Contractor will be added back onto the Approved Contractor list and eligible to be a party to new applications.

NSP Cure Process:
The Joint Utilities will regularly monitor compliance status for NSPs. Details on the Joint Utilities' data collection from NSPs, including details on required session, outage, uptime, and written confirmation data are

[35] Ineligible is defined as a program status in which Participants, Approved Contractors, or NSPs are prohibited from participating in new Make-Ready Program applications until required data submissions are brought into compliance.

included in the Joint Utilities' Data Compliance Plan.[36] If an NSP falls below the 90 percent data reporting compliance threshold, the Joint Utilities will provide a 45-day warning to the NSP. Upon notice, the NSP will have 45 days to show that its stations are in compliance with the 90 percent data reporting threshold. Applications, application approvals, and incentive payments associated with projects supported by the NSP can continue during this time. If after the 45-day warning period they are not in compliance, then they will be removed from the Eligible NSP List.

NSP Reinstatement:
If an NSP falls below the Data Reporting Compliance Threshold and is therefore removed from the Eligible NSP List after the DCFC program re-opens, they will be placed on ineligible administrative hold that bars them from being a party to new applications to the Make-Ready Program until their required data submissions are brought into compliance. At the time of application submission and approval, the Participant must select an NSP from the eligible list.

Once an NSP has again achieved compliance with the data reporting requirement, the NSP will be held to an additional 90-day administrative hold from date of compliance before they are added back onto the Eligible NSP List. This 90-day administrative hold applies to NSPs that fell below the threshold after having been previously included on the eligible list; it does not apply to NSPs joining the eligible list for the first time. During the 90-day hold, Participants can choose to wait until the NSP is added back onto the Eligible NSP List, change NSP, or otherwise self-report. Eligible NSPs will only be allowed to be added back onto the Eligible NSP List after they've reached compliance and waited for the duration of the 90-day hold period. If an NSP falls off the Eligible NSP List three times, regardless of the duration of compliance in between each period of non-compliance, they will no longer be included in the Eligible NSP List.

In Case of An Error:
If an error by the Joint Utilities is identified during the review of the NSP data, the error is remedied, and the NSP does exceed the 90 percent threshold, then the affected NSP, Approved Contractor, or Participant will be reinstated as eligible immediately.

Ongoing Participant Eligibility Requirements

Using the Eligible Lists
At the time of application submission, approval, and incentive payment, the Participant must commit to using an NSP and Contractor from the eligible lists. For specific program application guidelines, conditions, and terms, please refer to Companies' Implementation Plans and Program Agreements.

Participants will continue to be measured against the Participant-specific data reporting compliance threshold (90 percent). In some cases, to maintain compliance, the Participant may choose to submit data directly to the Joint Utilities or its data contractor. When a Participant elects to provide data directly, they must do so within 30 days, beginning after the month of assuming reporting responsibility, to support the collection of the required data. During this transition period, the stations will be flagged in data sets maintained by the Joint Utilities and its data contractor; these stations and station charger months will not contribute to any

[36] Case 18-E-0138, EVSE&I Proceeding, *Data Reporting Compliance Plan* (July 13, 2026).

calculations on data completeness.

Data Reporting Verification
After a project is complete and to receive incentive payment, the Participant must comply with the verifications listed in the section below and comply with the respective utilities' Implementation Plan and Program Agreement. To ensure chargers are properly transmitting required data, Participants applying after the DCFC program reopens will not receive incentives until:

- At least one charging session has been recorded for each charger, or written attestation has been provided acknowledging that no sessions occurred; and
- One month with utilization and uptime/downtime data has been provided for each charger, or written attestation has been provided acknowledging that no outages occurred.

Participant Ongoing Responsibilities
In addition to the requirements outlined above, which are for new DCFC projects after the program reopens, all Participants are subject to the following ongoing obligations:

- All chargers must remain capable of generating real-time session and outage or uptime reports, which could be provided to the Joint Utilities via export or report dashboard.
- Participants are responsible for reporting if they change to a new NSP
- Participants are responsible for providing new equipment serial number(s) to their utility for any changes to installed equipment (e.g., charger replacement) within 30 days of the change occurring. Participants must indicate which serial numbers were decommissioned and replaced with new equipment, and when these changes occurred.
- When a Participant activates a new NSP, the Participant must inform their utility promptly. Upon acknowledgement by the utility, the Participant and the new NSP are granted up to 30 days, beginning after the month of the change, to provide the required data. During this period, the stations will be flagged in datasets maintained by the Joint Utilities and its data contractor; these stations and station charger months will not contribute to any calculations on data completeness.[37]

Participant non-compliance and escalation pathways are described in the Data Compliance Plan and each utility's Implementation Plans.

SECTION 8:
PROGRAM SUPPORT

For questions about the Make-Ready Program including eligibility/application process, or the ongoing requirements for Program participation, please submit inquiries to the addresses below.

Table 6: EV Make-Ready Program Support Contact Information

Utility	Program Support Email Address
Central Hudson Gas & Electric Corporation	*EVMakeready@cenhud.com*
Consolidated Edison Company of New York, Inc.	*EVMRP@coned.com*
New York State Electric & Gas Corporation	*EVPrograms@nyseg.com*

[37] *Ibid.*

National Grid	*EVNationalGridUNY@nationalgrid.com*
Orange & Rockland Utilities, Inc.	*ev@oru.com*
Rochester Gas & Electric Corporation	*EVPrograms@rge.com*