



An AVANGRID Company

# Electric Vehicle Charging Station Make-Ready Program

Lower the cost of installing EV charging stations  
and be a sustainability leader



# NYSEG/RG&E Electric Vehicle Programs

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## Commercial EV Make-Ready Program (Main focus)





- Eligible for construction commencing July 16, 2020 through December 31, 2025.
- Primarily focused on light-duty vehicle charging
- Goals
  - NYSEG/RG&E: 13,457 L2 chargers & 399 DCFC chargers

## Other NYSEG and RG&E EV programs

- Fleet Assessment Service
  - Site feasibility and rate analysis
- Medium- and Heavy-Duty Fleet Make-Ready Pilot
  - Up to 90% incentive for utility-side make-ready for medium- and heavy-duty fleets
- DCFC per Plug Incentive Program
  - Rebates total delivery costs up to cap
- Clearesult Fleet Electrification Pilot Program

# EV Make-Ready Costs

- Customer-side and utility-side make-ready costs, including contributions in aid of construction (CIAC), are eligible for incentives
- Customer is responsible for charging equipment and related costs

	Covered by Make-Ready incentives		Paid for by the customer	
	 Utility-side infrastructure	 Customer-side infrastructure	 EVSE hardware	 Other soft costs
Examples	<ul style="list-style-type: none"><li>• Distribution Network</li><li>• Transformers</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 fees</li></ul>
Paid for by	NYSEG or RG&E reimburses up to 50%, 90% or 100% for eligible sites		Customer and/or NYSERDA*	
	Customer is responsible for the remainder			
Owned by	NYSEG or RG&E	Customer	Customer	

# INCENTIVES

Incentive Level	Project Eligibility Criteria
Up to 100%	L2 projects at multi-unit dwellings located in Disadvantaged Communities
	Publicly available DCFC chargers with standardized plug types located within Disadvantaged Communities
Up to 90%	Publicly available L2 and DCFC project with standardized plug types not located in Disadvantaged Communities. Includes municipal pay-to-park and free parking locations.
	Where proprietary plugs are co-located with standardized plugs, the number of standardized plugs and the charging capacity of the standardized plugs must be equal to or greater than the proprietary plugs.
Up to 50%	Non-public L2 and DCFC projects, such as workplaces with restricted access and privately-owned pay-to-park lots
	Public and non-public L2 and DCFC projects consisting only of proprietary plugs
	Where proprietary plugs are co-located with standardized plugs, the number of proprietary plugs and the charging capacity of the proprietary plugs is greater than that of standardized plugs

## Definitions

**Standard Plugs:** SAE J1772 (all L2 plugs) or CCS1 (DCFC)

**Proprietary Plugs:** Tesla (DCFC) or CHAdeMO (DCFC)

**Public:** municipally-owned pay-to-park lots or open parking lots available 24/7 without any restricted access, key card entry or gates

**Non-Public:** Privately-owned pay-to-park lots or other lots with restricted access such as multi-unit dwellings or workplaces.

**Disadvantaged Community:** Households with annual incomes at or below 50% of the Area Median Income of their Census block group, that are also located within the DEC Potential Environmental Justice Areas or New York State Opportunity Zones.

# Fleet Programs

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## Fleet Advisory Service

- Provides a site feasibility and rate analysis for light-, medium-, and heavy-duty vehicle fleets
- Site Feasibility Analysis: Examines maximum power draw of potential EV fleet to determine if distribution system can accept the increased load.
- Rate Analysis: Analyze electrification costs to customer and how to implement best practices and managed charging to reduce energy bills.

## Medium/Heavy Duty Make-Ready Pilot

- Medium-and heavy-duty vehicle operators looking to install charging stations to electrify their fleets may be eligible for charging infrastructure funding
- Incentives of up to 90% of utility-side infrastructure costs are available to mitigate the cost of developing EV charging capacity
- Must be seeking or receiving support through the NYSERDA Truck Voucher Incentive Program

# FLEET ELECTRIFICATION

- Partnership between NYSEG/RG&E and CLEAResult
- Advanced option as part of the Fleet Assessment Service
- Our partner brings extensive experience with infrastructure projects and transportation electrification
- Attend six interactive workshops to build a roadmap for fleet electrification

## Workshops

SESSIONS	FOCUS	KEY ACTIVITIES
Introduction	Setting goals, identifying stakeholders and securing their buy-in	Develop a charter
Vehicles	Gathering data about your existing fleet operations and determining when and where EVs are feasible	Match EV capabilities to fleet needs
Total Cost of Ownership	Comparing the activities and costs of operating and maintaining EVs	Preliminary total cost of ownership analysis
Charging	Progressing from the general to the specific of how and where to charge your fleet's EVs	Complete a charging infrastructure assessment
Funding	Boosting benefits with grants and incentives, plus new options for EVs as-a-service	Bring it all together in your Fleet Electrification
Final Presentation	All participants will present their Fleet Electrification Roadmap	Rewards and recognition

# EV Make-Ready Program

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