



CENTRAL HUDSON ELECTRIC VEHICLE LIGHT-DUTY MAKE- READY PROGRAM

Implementation Plan

Version 13

October 19, 2026

Contents

1. VERSION HISTORY AND DESCRIPTION OF REVISIONS:	3
2. BACKGROUND	5
2.1. PROGRAM OVERVIEW	6
2.2. PROGRAM CONTACTS	7
3. DEFINITIONS	7
4. ELIGIBILITY CRITERIA AND INCENTIVES	13
4.1. GENERAL ELIGIBILITY CRITERIA	14
4.2 PUBLIC ACCESSIBILITY ELIGIBILITY AND ONGING COMPLIANCE AND MONITORING	18
4.3 CORRECTIVE ACTION PLAN FOR SITES INSPECTED IN 2026 VERIFICATION REPORT	19
4.4 DISADVANTAGED COMMUNITIES CRITERIA	19
4.5 DATA REPORTING REQUIREMENTS AND ELIGIBILITY	20
4.5.1 DATA REPORTING THRESHOLD	20
4.5.2 PARTICIPANT DATA REPORTING AND PROJECT REQUIREMENTS	21
4.5.3 PARTICIPANT ELIGIBILITY REQUIREMENTS	24
4.5.4 CONTRACTOR ELIGIBILITY REQUIREMENTS	26
4.5.5 ELIGIBLE NETWORK SERVICE PROVIDER (“NSP”) LIST DEVELOPMENT AND IMPLEMENTATION	27
5. PROGRAM IMPLEMENTATION	29
5.1. LIGHT-DUTY MAKE-READY PROGRAM	30
5.2. FLEET ASSESSMENT SERVICE	34
6. EDUCATION AND OUTREACH PLAN	35
6.1. SITE HOST OUTREACH	36
6.2. DEVELOPERS & STAKEHOLDER OUTREACH	36
6.3. ELECTRIFICATION LOAD-SERVING CAPACITY MAPS	37
7. PROGRAM COSTS & GOALS	37
7.1. PROGRAM COSTS	37
7.2. PROGRAM GOALS	40
8. REPORTING	41
9. MAKE-READY PROGRAM TIMELINE	43

1. VERSION HISTORY AND DESCRIPTION OF REVISIONS:

Date	Version	Topic	Description of Change	Section/Page in Implementation Plan
September 14, 2020	1	Not Applicable (NA)	NA, as first Implementation Plan	NA
June 30, 2023	2	Disadvantaged Community	Updates to reflect the final definition of Disadvantaged Communities that was adopted by the Climate Justice Working Group (CJWG) on March 27, 2023.	Section 3, Page 4
August 24, 2023	3	Eligibility Clarification	Added incentive criteria table	Section 4, Page 6
January 12, 2024	4	Midpoint Order	Update Program terms to include Midpoint Order changes	Sections 2, 3, 4, 5, and 7
April 12, 2024	5	Revisions to Midpoint Order Updates	Added Program timeline, links to JU website, and details on contractor application process	Sections 4, 8, 9
July 12, 2024	6	Administration Budget Reporting	Update to include administration budget description details and cost allocations	Section 7
October 18,	7	Technical	Update to	Sections 2 and 4

2024		Requirements	modify communications standards for eligible equipment	
January 10, 2025	8	Midpoint Order	No Changes to Plan	-
February 28, 2025	9	Clarify DAC Budget	Updated language to clarify DAC incentive budgets for L2 and DCFC	Section 4.2
July 11, 2025	10	Update Table 5 and Program Timeline	Updated completed plugs Table 5 and Program timeline	Sections 7.2 and 9
January 14, 2026	11	Midpoint Order	No Changes to Plan	-
July 13, 2026	12	2026 Petition Order	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.	Sections 1 - 9
October 19	13	September 2026 Order	Revisions to definitions and Public	Sections 3 & 4

Accessibility
eligibility criteria,
encompassing
continuous
compliance
monitoring and
corrective action
plans for sites
inspected during
2026 verification
activities.

2. BACKGROUND

On July 16, 2020, the Public Service Commission (“Commission”) issued its Order Establishing Electric Vehicle Infrastructure Make-Ready Program and Other Programs (“Make-Ready Order”)¹ that aims to address electric vehicle (“EV”) charging infrastructure investment through carefully structured collaboration and incentives across each of the Joint Utilities of New York². As part of the Make-Ready Order, the Commission directed Department of Public Service (“DPS”) Staff to commence a formal Midpoint Review of the Make-Ready Program (“Program”). On November 16, 2023, the Commission issued its Order Approving Midpoint Review Whitepaper’s Recommendations with Modifications, including modified communication standards for eligible equipment (“Midpoint Order”)³. On March 15, 2024, the Joint Utilities of New York filed a petition with the Public Service Commission requesting a modification to the effective dates and applicable standards to reflect market readiness and industry feedback. On September 20, 2024, the Commission approved all major parts of the petition and clarified parts of

¹ Case 18-E-0138, Proceeding on the Motion of the Commission Regarding Electric Vehicle Supply Equipment and Infrastructure, Order Establishing Electric Vehicle Infrastructure Make-Ready Program and Other Programs (issued July 16, 2020).

² The Joint Utilities are Central Hudson Gas & Electric Corporation (Central Hudson), Consolidated Edison Company of New York, Inc. (Con Edison), Niagara Mohawk Power Corporation d/b/a National Grid (National Grid), New York State Electric & Gas Corporation (NYSEG), Orange and Rockland Utilities, Inc. (O&R), and Rochester Gas & Electric Corporation (RG&E).

³ Case 18-E-0138, Proceeding on the Motion of the Commission Regarding Electric Vehicle Supply Equipment and Infrastructure, Order Approving Midpoint Review Whitepaper’s Recommendations with Modifications (issued November 16, 2023).

the requirement.⁴

On March 23, 2026, the Commission issued its Order Denying Petition and Making Other Findings (“2026 Petition Order”)⁵ discontinuing the L2 component of the EV Make-Ready Program and pausing the acceptance of DCFC applications until certain reporting requirements are met. Central Hudson will no longer accept applications for L2 chargers after April 22, 2026. The DCFC portion of the Make-Ready Program will be closed as of April 22, 2026, and will only re-open upon achieving 90% data reporting and approval by DPS Staff.

This document details Central Hudson Gas & Electric Corporation’s (“Central Hudson” or the “Company”) implementation of the Company’s EV Light-Duty Make-Ready Program (“Program”), including Program modifications as a result of 2026 Petition Order and subsequent modifications.

2.1. PROGRAM OVERVIEW

As of April 22, 2026, the L2 component of the Program has been discontinued and is no longer accepting applications. The DCFC Program is paused, subject to approval by DPS Staff before re-opening, 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. Also described below are improved efforts to collect and analyze data, including an incorporation of a Data Compliance Plan. See Section 4 for the details that the Company needs to obtain prior to reopening the DCFC portion of the Program.

The Program’s incentive offerings are designed to reduce the cost of preparing sites to install EV chargers for light-duty vehicles across Central Hudson’s service territory. The incentives are intended to increase public access to EV charging stations and are contingent upon certain eligibility criteria. Public and private entities may participate in

⁴ CASE 18-E-0138, Proceeding on Motion of the Commission Regarding Electric Vehicle Supply Equipment and Infrastructure, Order Approving Modifications To Make-Ready Program (Issued and Effective September 20, 2024).

⁵ Case 18-E-0138, Proceeding on the Motion of the Commission Regarding Electric Vehicle Supply Equipment and Infrastructure, Order Denying Petition and Making Other Findings (issued March 23, 2026).

the Program. Central Hudson provides customer incentive payments upon completion of the installation of make-ready equipment. Developers, site-owners, and charging station managers (collectively, the “Customers”) may apply for project incentive funds through Central Hudson’s website. Additional information about the Program can be found on Central Hudson’s website: <https://www.cenhud.com/electricvehicles/>.

In addition to make-ready incentives, the Program includes an enhanced Fleet Assessment Service (“FAS”). Fleet managers, including public and private entities, can participate in a free, detailed assessment of the costs and opportunities associated with fleet electrification. This service is available for light-, medium-, and heavy-duty vehicle fleets. Customers can apply for this service through the Joint Utilities website.⁶

2.2. PROGRAM CONTACTS

All questions related to the Program should be directed to the Program email:

- EVMakeReadyCH@ICF.com
- <mailto:mavalentino@cenhud.com>

3. DEFINITIONS

2026 Make-Ready Petition Order (2026 Petition Order): March 23, 2026 Order Denying Petition and Making Other Findings.⁷

Affordable Multi-Unit Dwelling: Buildings that have regulatory agreements with a housing agency or in which at least 25% of the units are, or are expected to be, occupied by households earning not more than 80% of Area Median Income or State Median Income, whichever is greater.

Approved Contractor A contractor/developer/installer who has met Central Hudson’s approval criteria to install EV charging infrastructure incentivized through the Program

⁶ Joint Utilities. “Electric Vehicles: EV Make-Ready Program.” <https://jointutilitiesofny.org/ev/make-ready/fleet-assessment>

⁷ Case 18-E-0138, Proceeding on the Motion of the Commission Regarding Electric Vehicle Supply Equipment and Infrastructure, Order Denying Petition and Making Other Findings (issued March 23, 2026).

and whose customers (i.e., Participants or site hosts) have maintained compliance with the data reporting threshold, defined below.

Central Hudson Light-Duty Make-Ready Program: The Program that provides one-time incentives up to 100% of the costs for electrical infrastructure required to install electric vehicle (EV) charging stations within Central Hudson’s service territory.

Customer: Developers, site owners, and charging station managers that may apply for project incentive funds through the Program.

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.⁸

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

Threshold Rate: 90% 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.⁹

Disadvantaged Community: 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, per Environmental Conservation Law (“ECL”) § 75-0101(5).

Electric vehicle (EV): A four-wheel light-duty vehicle capable of highway speeds that is

⁸ Case 18-E-0138, EVSE&I Proceeding, *Data Reporting Compliance Plan* (July 13, 2026).

⁹ Case 18-E-0138, EVSE&I Proceeding, *Implementation Plan* (July 13, 2026).

powered fully or in part by an electric motor and is rechargeable from an external connection to an off-board electrical source.

Eligible NSP: An NSP that is in compliance with the Data Reporting Threshold requirements.

Eligible Participant: A Participant that is in compliance with the Data Reporting Threshold requirements.

Equipment owner: The entity that purchases the make-ready equipment and is subsequently responsible for its maintenance. The equipment owner is also the recipient of the incentive payment and can be either the utility or the customer.

Data Contractor: A third-party consultant contracted by the Joint Utilities to assist with activities like data collection from NSPs, data ingestion, and data aggregation across Companies. The Joint Utilities remain responsible for Data Contractor performance and their execution of the Data Compliance Plan.

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.

Fleet: Any set of commercially or institutionally owned or leased vehicles used for commercial, industrial or institutional purposes. Fleets can contain light-, medium-, and heavy-duty vehicles, as defined in this section.

Future proofing: The installation of additional or scalable capacity equipment and infrastructure to support the future expansion of an EV charging station and installation of additional charging ports.

Heavy-duty vehicles: Any vehicle with a gross vehicle weight rating (“GVWR”) over 26,000 lbs. These vehicles require Class B commercial driving licenses or other specialized permitting to operate.

Installer: The entity that installs the equipment. The Installer may or may not be the

same as the equipment owner.

ISO 15118: An international standard vehicle-to-grid-charging interface that was updated in 2019 and began to see implementation in 2021. Features of ISO 15118 include the bidirectional charging standard and Plug & Charge features. Plug & Charge feature uses asymmetric cryptography to automatically establish a secure connection to receive energy and data from compatible charging stations.

Joint Utilities (“JU”): 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 & Gas Corporation (“NYSEG”), Niagara Mohawk Power Corporation d/b/a National Grid (“National Grid”), Orange and Rockland Utilities, Inc. (“O&R”), and Rochester Gas and Electric Corporation (“RG&E”).

Low-to-moderate income community (LMI): A community or area defined by the average household wealth being less than or equal to 80% of the state or regional median income, whichever is higher.

Light-duty vehicles: Any small commercial vehicles including passenger cars, vans, and other Class 1 and 2 vehicles with a GVWR of 0 lbs. to 10,000 lbs.

Make-ready equipment: Any utility-owned infrastructure and equipment involved in providing electric services, extensions, or upgrades needed to support the installation of EV infrastructure in excess of standard new business allowances and any customer-owned equipment from the point of interconnection up to but not including the charging equipment. See details in Figure 1.

Medium-duty vehicles: Mid-sized vehicles including passenger and cargo vehicles, trucks and equipment in Class 3 through 6 with a GVWR of 10,001 lbs. to 26,000 lbs.

Multi-unit dwellings: Any dwelling which is either rented, leased, let or hired out, to be occupied, or is occupied as the residence or home of 5 or more independent 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 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 project applications 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.

Open Charge Point Protocol (“OCPP”): an application protocol for communication between EV charging stations and a charging station network.

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

- **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.
- **Equipment Owner:** The entity that purchases and owns the EV charging equipment once it is installed.
- **Site Host:** The owner of the site on which the EV charging equipment is installed. The Site Host may or may not be the Equipment Owner.
- **Approved Contractor:** As defined above.

Participant Manual: A document which explains Central Hudson’s Commercial EV Infrastructure Incentive and Advisory Programs, including the Program and related offerings and resources. It also provides eligibility requirements, incentive levels, application process, operational standards, and additional obligations for customers installing EV charging infrastructure.

PlugShare: a mobile and web application that provides information on the location and details of charging stations for electric vehicles, located online at:

<https://www.plugshare.com>.

Plug: The connector at the end of an electric vehicle supply equipment cable that inserts into an electric vehicle to transfer electricity. **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.

Program effective date: The date after which construction for projects under the Program can begin construction. For the Program, the effective date is July 16, 2020.

Participant Manual: A document which explains Central Hudson's Commercial EV Infrastructure Incentive and Advisory Programs, including the Program and related offerings and resources. It also provides eligibility requirements, incentive levels, application process, operational standards, and additional obligations for customers installing EV charging infrastructure.

Program Agreement: For Central Hudson, references in the Joint Utilities Participant Guide to a Program Agreement are satisfied through the participant application, Program Terms and Conditions, Incentive Disclosure Form, and associated Program documentation. These documents collectively establish project eligibility, incentive commitments, and participant obligations.

Publicly accessible: 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 connectors as proprietary connectors, with an equal or greater number of non-proprietary connectors where applicable; and (3) permits any vehicle compliant with the applicable connector 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, or OEM technology; proprietary network software mobile application; or contractual, technological, or other restrictions.

Proprietary plug: An EV charging plug that is exclusive to certain light-duty EV makes and models.

Site Operator: Also known as the Station 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.

Trade Ally: A market partner that supports EV charging infrastructure projects by helping educate and inform relevant stakeholders of the Program.

4. ELIGIBILITY CRITERIA AND INCENTIVES

Interested applicants should be aware that the L2 Program is permanently closed to new applicants, and the DCFC Program is paused upon achieving 90% data reporting and approval by DPS staff.

Designed to facilitate development of the infrastructure needed to support additional public EV charging stations, the Program provides incentives for the work and equipment necessary to prepare a site to host EV charging stations. Incentives are offered for the installation of both utility-owned and customer-owned make-ready equipment. The Program's eligibility criteria are designed to encourage broad installation of EV charging infrastructure in Central Hudson's service territory while also focusing on standardized, strategic installations. Additional consideration is given to projects proposed in an environmental justice community or low-to-moderate-income community.

As outlined in Figure 1, Utility-owned equipment includes step-down transformers, overhead service lines, utility meters, and other traditional distribution infrastructure. Customer-owned equipment includes conductors, trenching, electrical panels ("panels")

for stations, and other customer-side equipment. Load management systems such as energy storage are eligible to receive incentives but must be paired exclusively with EVSE and be solely used for EV charging and not for any other purposes, such as providing backup power to the site host. Note: the eligible equipment excludes the charging station and ports themselves.

Figure 1. Details on Components of EV Make-Ready Projects

	New Business Utility Components	Make-Ready Costs		Components outside of MRP, some stackable incentives may be applied	
	 New Business	 Utility-side Infrastructure	 Customer-Side Infrastructure	 EVSE Hardware	 Customer-Side Infrastructure
Component Example	• Substation • New Point of Entry • Could be same components as in utility-side infrastructure	• Distribution Network • Transformers • Meter • Conductor	• Panel • Conductor • Boring • Trenching • Conduit • Storage & Load Management	• Charging Station • Network Equipment	• Signs • Bollards • Network • Maintenance • Associated Fees • Energy
Paying Entity	Central Hudson, with tariff allowances	Central Hudson Make-Ready Program		Customer & NYSEDA Rebates (if eligible)	Customer
		Potential Customer Contribution			
Owning Entity	Central Hudson	Central Hudson	Customer		
Note: Graphic is for illustrative purposes only, may not be exhaustive and subject to change. Final determination of eligibility and costs will be determined by Central Hudson					

To be eligible for incentives, all equipment must be installed by an eligible contractor, leverage an eligible NSP, and sited within the Central Hudson service territory. See Section 4 for further Program details on eligible NSP's and Contractors.

4.1. GENERAL ELIGIBILITY CRITERIA

Central Hudson evaluates individual make-ready projects on five key criteria: accessibility, station maturity, plug type, future proofing costs, and location capacity. If a proposed project meets the requirements for all criteria, the project will be eligible for an incentive covering up to 90% of eligible make-ready costs. If the proposed project does not meet the criteria for accessibility or plug type, the project may be eligible for an incentive covering up to 50% of the make-ready costs. Projects located within Disadvantaged Communities may receive up to 100% of eligible make-ready costs. Table 1 below outlines project criteria and incentive levels.

Table 1: Program Incentive Criteria

Incentive Level	Eligible Project Criteria
Up to 100%	- Publicly available DCFC projects with non-proprietary plug types located within Disadvantaged Communities (DAC) or Disadvantaged Community Zones, as applicable. - Publicly available 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 DACs, as applicable. - L2 projects located at eligible multi-unit dwellings (MUD). - L2 curbside projects within or adjacent to a DAC.
Up to 90%	- Publicly available L2 and DCFC projects with non-proprietary plug types. - Publicly available 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.
<i>Table is provided for illustrative purposes. Central Hudson reserves the right to make determinations regarding incentive-level eligibility based on their best interpretation of the proposed project and available information at the time of review. Customers are responsible for charger costs, annual maintenance cost, and ongoing electricity costs.</i>	

Accessibility: Each proposed station must be publicly accessible and accept universal forms of payment. To qualify for the maximum incentive, the proposed charging stations must be in a public parking area rather than in a private workplace or multi-unit dwelling parking area. All public chargers must post their charger to [PlugShare](#). The parking lot may be a free parking lot or a paid municipal parking lot but must be accessible to all public customers without restriction. A proposed station situated in a private parking lot, including those in multi-unit dwellings, workplace parking and private pay-to-park lots, may qualify for the reduced 50% incentive.

To ensure maximum accessibility of charging stations to the public, stations eligible for an incentive under the Program must also be usable without requiring a paid membership in a charging station network. This holds for both proprietary and nonproprietary plugs. Networked stations that offer single per-use charging fees payable through a commonly accepted payment method such as cash, credit, or debit will satisfy this criterion. Though payment through a smartphone application is permitted to qualify as publicly accessible for purposes of the Program, a smartphone application may not be the only payment method a station accepts.

Equipment Eligibility

- **DCFC Hardware and Software Requirements:**
 - For projects committed¹⁰ between December 16, 2023, and November 15, 2024, DCFC must attest that they are ISO 15118 hardware conformant. Starting October 18, 2024, those written attestations must reflect the hardware conformance according to the definitions in the September 20, 2024, Commission Ruling below. In addition to the below hardware requirements, projects must also obtain software conformance with ISO 15118 Parts 2 **or** 20 by November 16, 2024:
 - Hardware conformance with ISO 15118-3 and

¹⁰ From December 16, 2023, to October 17, 2024, “commitment” or “committed” projects were defined as projects that had submitted a signed a Participant Agreement. From October 18, 2024, onwards, “commitment” or “committed” is defined as a project that has received a commitment from Central Hudson to fund the project upon completion via an executed Incentive Disclosure Form.

- Hardware capable of enabling ISO 15118-2 or -20.
- DCFC equipment committed on or after November 16, 2024, must attest that they are ISO 15118 hardware and software conformant & OCPP 2.0.1 hardware conformant according to the definitions in the September 20, 2024, Commission Ruling:
 - Have hardware conformance with ISO 15118-3 & OCPP 2.0.1 or later; and
 - Have software conformance with ISO 15118-2 or -20
- **L2 Hardware and Software Requirements:**
 - L2 equipment committed on or after June 1, 2025, must attest that they are ISO 15118 hardware and software conformant & OCPP 2.0.1 hardware conformant according to the definitions in the September 20, 2024, Commission Ruling:
 - Hardware conformance with ISO 15118-3 and ISO 15118-2 or -20 and OCPP 2.0.1 or later
 - Software conformance with ISO 15118-2 or -20.

Signage Requirements: Program-funded sites must display easily identifiable, up-to-date contact information for the electric vehicle service provider on each charger.

Station Maturity: To be eligible for any incentive, the proposed station must have started construction after the issuance of the July 16, 2020 Order.

Plug Type and Capacity: Each station should offer more non-proprietary plugs and capacity than proprietary plugs and capacity. To qualify for the maximum incentive, a proposed charging station must include an equal or greater number of non-proprietary charging plugs compared to the number of proprietary plugs. The station must also include an equal or greater amount of simultaneous capacity through these non-proprietary charging plugs compared to the capacity available through proprietary plugs. Plugs must be capable of simultaneously dispensing 50 kW or more to qualify for the incentive. If a station has more proprietary plugs than non-proprietary ones or offers more simultaneous capacity through these proprietary plugs, it may still qualify

for the reduced 50% incentive.

Future-Proofing Costs: The cost of installing additional capacity and infrastructure to support future station expansion can also be covered by an incentive under certain conditions. To receive an incentive, the future-proofing activities must be requested by the developer and verified with Central Hudson.

These costs may include the incremental costs of installing additional or oversized conduit (including trenching and conduit to additional parking spaces), panels, transformers, transformer pads, or increasing distribution service. Future-proofing costs up to 10% of the project's make-ready cost may be covered by an incentive. Central Hudson reserves the right to provide future proofing costs of up to 10% of the make ready costs at the Company's discretion based on the specific characteristics of a project. Future- proofing costs not covered by the incentive costs must be covered by the developer.

Location Capacity: The Program limits the number of small stations (defined as two-plug stations) and large stations (defined as stations with 10 or more plugs or 3 MW or greater peak electrical demand) that may be approved for incentives. Among the approved projects for the Program, no more than 25% of incentivized stations may include only two plugs. Additionally, no more than 50% of all plugs supported by the Program can be installed in stations with more than 10 plugs. For stations with 10 or more plugs and/or with a demand greater than 3 MW to qualify for incentives, the station must not cause Central Hudson to incur new business costs greater than those associated with a maximum site demand of 3 MW.

4.2 PUBLIC ACCESSIBILITY ELIGIBILITY AND ONGING COMPLIANCE AND MONITORING

Central Hudson and the Joint Utilities have proposed a framework and methodology for ongoing compliance and monitoring of public-tier sites to confirm that sites remain publicly accessible. This is outlined in the Participant Guide¹¹.

¹¹ Case 18-E-0138, EVSE&I Proceeding, *Data Reporting Compliance Plan* (July 13, 2026).

4.3 CORRECTIVE ACTION PLAN FOR SITES INSPECTED IN 2026 VERIFICATION REPORT

The Joint Utilities are developing a Corrective Action Plan related to sites inspected as part of the 2026 verification activities, which will be filed and made available on the Joint Utilities website once finalized.

4.4 DISADVANTAGED COMMUNITIES CRITERIA

Central Hudson has designated 20% of the Program's L2 and DCFC incentive budgets for deploying make-ready projects to serve Disadvantaged Communities. For projects meeting these criteria, the participant will be eligible to receive up to 100% of eligible make-ready costs for:

- DCFC Stations: Publicly accessible non-proprietary DCFC sites within Disadvantaged Communities in the Central Hudson service territory.
- L2 Stations:
 1. Publicly accessible non-proprietary curbside L2 charging in or directly adjacent to Disadvantaged Communities. Applicants must demonstrate that each curbside charger is associated with a designated EV charging parking space, and that a framework is in place to prevent noncharging vehicles from blocking access to chargers.
 2. Multi-Unit Dwelling L2 charging meeting one of the two below criteria. Multi-Unit Dwelling plugs are allowed to be private but must be available to residents of the multi-unit dwelling and not designated for use by a single unit or individual.
 - a) L2 charging at a multi-unit dwelling properties within a DAC.
 - b) L2 charging at affordable multi-unit dwelling properties, regardless of proximity to DAC.

Affordable Multi-Unit Dwelling Requirements: Affordable multifamily housing properties are eligible for enhanced funds through this Program. This Program aligns with the statewide [Affordable Multifamily Energy Efficiency Program \("AMEEP"\)](#) procedures to qualify affordable multi-unit dwellings. The Program requires applicants to

either submit a regulatory agreement qualifying the building as affordable housing, or to demonstrate via rent roll that 25 percent of units have a calculated household income no more than 80 percent of the Area or State Median Income, whichever is greater. There are two ways to qualify enhanced affordable housing incentives, defined in the Participant Manual, located in the Application Requirements section.

For Central Hudson, the budget carved out for L2 and DCFC sites that meet the DAC requirements are \$2,448,775 and \$6,530,717, respectively. Once the budget threshold has been met for DCFC, eligible sites for up to 100 percent incentive from that plug type will only be eligible for up to 90 percent or 50 percent of the eligible make-ready costs, for DCFC or Multi-Unit Dwelling sites, respectively.

4.5 DATA REPORTING REQUIREMENTS AND ELIGIBILITY

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.¹² The updated eligibility requirements are detailed in this section below and Section 8 of this plan.

4.5.1 DATA REPORTING THRESHOLD

In accordance with the 2026 Petition Order, a minimum data reporting threshold of ninety percent (90%) 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 Joint Utilities will use the following formula, as further described in the Joint Utilities' Data Compliance Plan, to calculate the required percentage of monthly data for both the DCFC and L2 charging stations:

$$\text{Compliance Rate (\%)} = \left(\frac{\text{Total Monthly Data Points Reported}}{\text{Total Monthly Data Points Required}} \right) \times 100$$

¹² Case 18-E-0138, EVSE&I Proceeding, 2026 *Petition Order* (March 23, 2026), p.22-23.

For calculating compliance with this 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. Each month has five data types related to outages and utilization required by the Midpoint Order: i.) outages, ii.) session durations, iii.) charging durations, iv.) session energy delivered, and v.) session peak demand.

In the event that stations are removed from the Program with incentives returned, those stations will no longer be included in the calculation for the above formula. Additionally, after a Participant's project has met the five-year reporting and operational requirements, their data will no longer be collected or included in compliance calculations.

To reach the 90% data reporting threshold, or achieve Data Compliance, as required by the 2026 Petition Order, a Participant, Approved Contractor, or NSP must have a Compliance Rate $\geq 90\%$, 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. The Joint Utilities will share data specific to NSPs, Contractors, Participants and other applicable parties as needed in order to calculate the data reporting rate.

4.5.2 PARTICIPANT DATA REPORTING AND PROJECT REQUIREMENTS

All Participants in the Program must comply with the data reporting thresholds discussed above.

Once the DCFC component of the Program re-opens, only prospective participants on the eligible Participant list may submit a new application, which will be subject to the new requirements below. The prospective Participant must select an Eligible NSP from the Joint Utilities' most up-to-date Eligible NSP List and an Approved Contractor from the Joint Utilities' Approved Contractor list. The Eligible NSP and Approved Contractor Lists will be updated regularly and published on the Joint Utilities Website: jointutilitiesofny.org/ev/make-ready. See below for additional information on the

development and implementation of the eligible Participant List and the Approved Contractor List.

For new DCFC applications, Central Hudson will confirm the Participant and their selected NSP and Contractor have met the minimum 90% data reporting threshold for monthly session and uptime/downtime data or the minimum requirements and documentation for first-time engagement with the Program. The Company will confirm that the Participant, Contractor, and NSP are each on their respective eligible lists at the time of application submission, project commitment, and payment.

If before an incentive payment is made to new DCFC projects after the Program reopens, a Participant's selected NSP loses their eligibility status, the Participant must either choose a new eligible NSP or wait for the incentive payment until their chosen NSP regains compliance. If the Participant or Contractor is out of compliance with their data reporting at the time before payment, the Participant and Contractor must regain Data Compliance before payment.

Final incentive payment will be withheld until a month with utilization and uptime and downtime data has been successfully submitted for each participating charger. Additional details are provided in the JU's Data Reporting Compliance Plan¹³ which can be found on the JU website at <https://jointutilitiesofny.org/>.

For new DCFC projects after the Program reopens, if a Participant's NSP is removed from the Eligible NSP List after the project is complete and final payment is received, the Participant will be notified but will not be required to change NSPs. Instead, the Participant will be reminded of their data reporting requirements and will continue to be measured against the Participant-specific data reporting compliance threshold (90%). 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 period,

¹³ Case 18-E-0138, Central Hudson Electric Vehicle Infrastructure Data Reporting Compliance Plan, Filed May 22, 2026,

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.

After a project is complete, the Participant must comply with the verifications listed in the section below in order to receive incentive payments. 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.

In addition to the requirements outlined above, which are for new DCFC projects after a re-start of the Program, all Participants are subject to the following ongoing obligations:

- All chargers must remain regularly visible within their selected NSP dashboard.
- Participants are responsible for reporting if they change to a new NSP
- Participants are responsible for providing new 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 Central Hudson promptly. Upon acknowledgement by Central Hudson, 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.

4.5.3 PARTICIPANT ELIGIBILITY REQUIREMENTS

Requirements

All current and past participants in the Program must meet the 90% data reporting threshold for their total aggregated stations across the Joint Utilities, as defined above, to submit new applications to the Program. While a public list of non-eligible Participants will not be posted, the Joint Utilities will manage a private list to be shared across the Companies. A new Participant to the Program is not required to demonstrate historical data reporting compliance.

Cure Process

If it is identified that a Participant falls below the 90% compliance threshold, they will be contacted by, Central Hudson and the Participant will be given a 45-day warning period to rectify the situation. If after the 45-day warning period, their data compliance rate is still below 90%, then 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 station-months associated with that Participant are summed across all the Joint Utilities.

Reinstatement Process

Before any new applications are committed from a Participant, they must achieve compliance and be in good standing with their total aggregated stations across the Joint Utilities meeting the 90% data compliance rate. If a Participant is deemed ineligible to participate for non-compliance with data reporting, they will have to achieve compliance before becoming eligible again.

Participant Data Reporting Non-Compliance

Participants that fail to provide the required data will not be eligible for new Make-Ready Program incentives in future project applications, unless they opt to pursue the pathway described below (see “Pathway to Supplement Missing Charging Station-Months Data

through Additional Reporting). Additionally, the Joint Utilities will subject Participants to a punitive action escalation pathway. The escalation pathway will include ineligibility for future projects and may also include a warning of incentive claw-back and execution of claw-backs – as defined in Central Hudson’s policies and Participant Agreement. A claw-back may be merited in the following circumstances, but each scenario will be evaluated individually, and the course of action will be determined in accordance with Central Hudson’s policies and Program agreements:

- Chargers removed (and not replaced) before 5-year operation requirement has concluded
- Chargers where Participant has persistent data gaps and does not opt into the pathway, described above, whereby the NSP or Participant reports data past the 5-year reporting requirement to make up lost station-months' data.

Pathway to Supplement Missing Charging Station-Months Data through Additional Reporting

The 2026 Clarification Order¹⁴ provides for the creation of a pathway to be pursued when a Participant is willing but unable to resolve an existing data reporting gap. Instead of proceeding immediately to punitive action, Central Hudson will notify the Participant of the identified data reporting gap. The Participant will have the opportunity to extend the data reporting obligation beyond the original five years. The data reporting obligation extension will be equal to the duration of the data reporting gap identified (e.g., a project with a data reporting obligation through June 2028 and with a data reporting gap of 3 months would receive an amended data reporting obligation through September 2028). To be eligible for this pathway, the Participant must demonstrate current ability to report session and outage or uptime data for the impacted charging station(s).

For Participants that opt into the Pathway, months with a reporting gap will be excluded

¹⁴ Case 18-E-0138, EVSE&I Proceeding, Order Providing Clarification on Make-Ready Program (2026 Clarification Order). (June 12, 2026).

from the Participant data reporting rate (for the Participant, not for the NSP). As long as the Participant meets the 90-percent data reporting rate threshold for included months, per the Pathway described above, the Participant can continue to participate in new applications to the DCFC Program.

4.5.4 CONTRACTOR ELIGIBILITY REQUIREMENTS

The Joint Utilities' combined website¹⁵ includes a list of Approved Contractors available for the Program and an application form for contractors that wish to become an Approved Contractor.

Requirements

The information required to be initially added to the list of approved contractors includes self-certification that the contractor is registered to do business within New York 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 asked to indicate the areas of New York State in which 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% data reporting threshold requirement. Contractors' applications will be approved or denied within one month of the application submittal.

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% data compliance rate, as defined above.

Cure Process

If at any time Central Hudson or any of the Joint Utilities identifies that a participating Approved Contractor falls below the 90% 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. If after the 45-day warning period their data compliance

¹⁵ <https://jointutilitiesofny.org/ev/make-ready/approved-contractors>

rate is still below 90%, then they will be removed from the Approved Contractors list.

Reinstatement Process

If a Contractor is removed from the list for non-compliance with data reporting, 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 become eligible to be a party to new applications.

The Joint Utilities, in consultation with Staff, shall also 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, in consultation with Staff, 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.

4.5.5 ELIGIBLE NETWORK SERVICE PROVIDER ("NSP") LIST DEVELOPMENT AND IMPLEMENTATION

The Joint Utilities will implement the following process to review NSP performance and maintain an up-to-date, publicly available list of Eligible NSPs. Prospective participants that submit an application to the DCFC component of the Program after it re-opens

must choose an NSP from the Eligible NSP List.

Requirements

NSPs must meet the 90% data reporting threshold for their total aggregated stations across the Joint Utilities, as defined above, to remain in compliance and on the public Eligible NSP List. Eligibility for inclusion on the NSP List for DCFC projects is assessed using DCFC data assessed against the data reporting compliance threshold defined above. 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 be included on the Joint Utilities Eligible NSP List, providing written attestation 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).

The Joint Utilities reserve the right to add additional requirements beyond the 90% data reporting requirements for NSPs to be listed on the Eligible NSP List.

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 attestation data are included in the Joint Utilities' Data Compliance Plan.¹⁶ If an NSP falls below the 90% 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% data reporting threshold. If after the 45-day warning period they are not in compliance, then they will be removed from the Eligible NSP List.

Reinstatement Process

If an NSP is removed from the list for falling below the data reporting threshold, they will

¹⁶ Case 18-E-0138, EVSE&I Proceeding, *Data Reporting Compliance Plan* (July 13, 2026).

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. During this time, any Participants with unpaid projects that chose to use that NSP will be notified and required to choose a new NSP from the Eligible NSP List before payment is made.

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. During the 90-day hold, Participants can choose to wait until the NSP is back in compliance or change NSPs¹⁷. Eligible NSPs will only be allowed to be added back onto the Eligible NSP List after they've reached compliance and waited 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.

Safeguards

If an error by the JU is identified during the review of the NSP data, the error is remedied, and the NSP exceeds the 90% threshold, then the NSP is to be reinstated immediately.

The Joint Utilities reserve the right to add additional requirements beyond the 90% data reporting requirement for NSPs to be listed on the Eligible NSP List.

5. PROGRAM IMPLEMENTATION

The Program seeks to engage with site owners and developers across Central Hudson's service territory and drive the installation of make-ready equipment for EV charging infrastructure. The Program relies on targeted customer outreach and applications through the Central Hudson website to develop a project pipeline. Subsequent application review, verification, and approval are conducted in close

¹⁷ Case 18-E-0138, EVSE&I Proceeding, *Implementation Plan* (July 13, 2026). Section 4.3.3 Participant Eligibility Requirements.

coordination with the site-owners and developers.

Central Hudson is responsible for managing all utility-owned installations required for each project, while the customer manages the installation of customer-owned make-ready equipment at the site. Central Hudson has construction standards to guide customers and developers in understanding the equipment and ratings necessary to develop these sites. These standards can be found online at <https://www.cenhud.com/en/contractors/specifications/>. Program funds will be distributed based on make-ready costs associated with each project upon verified completion of the installation.

The Fleet Assessment Service is available to all light-, medium- and heavy-duty fleet operators in Central Hudson's territory free of charge. Fleet managers can apply through the Joint Utilities' website or Program website.

5.1. LIGHT-DUTY MAKE-READY PROGRAM

Program definition: The Program is designed to provide incentives for the development of infrastructure from the electric distribution system up to but excluding the EV charger.

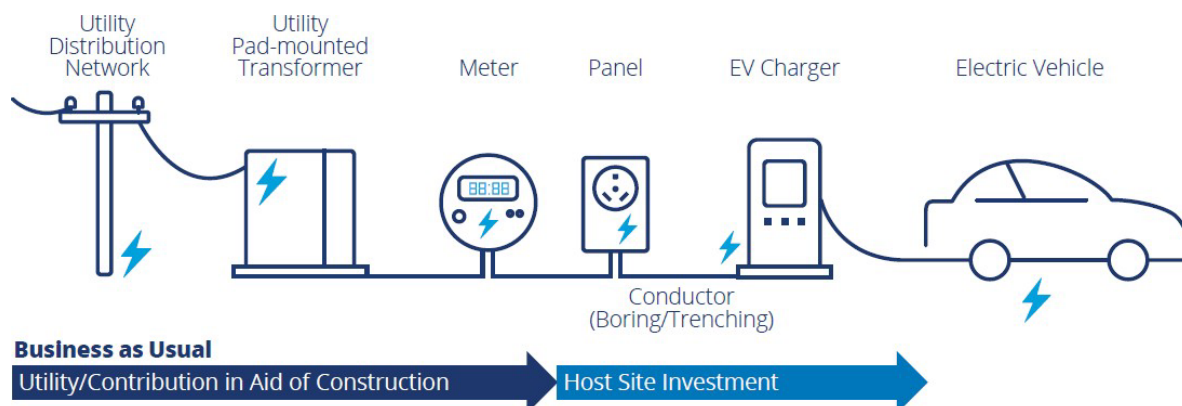
Two categories of equipment or infrastructure are eligible for incentives:

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.

For the purposes of the Program, infrastructure development also includes additional equipment used to enable expansion of EV charging infrastructure in the future, as well as load management technologies like batteries.

2 depicts typical power delivery from the distribution lines to the stepdown transformer, meter, panel, and EV charger at the site host location. Configuration may vary based on site specifics.

Figure 2. Basic Design of Charging Equipment



Source: Smart Electric Power Alliance. October 2019. *Preparing for an Electric Vehicle Future: How Utilities Can Succeed*.¹⁸

Customer journey: Customers (including site-hosts, managers, owners, or developers) will generally begin the journey through the Program with targeted outreach by Central Hudson or the developer, but it could also be customer-initiated. The journey continues through the application, review, and approval process before moving on to equipment installation and inspection and finally the incentive payment.

- **Education and Outreach.** Central Hudson conducts targeted outreach to potential site-owners and hosts based on site capacity, Disadvantaged Community locations and other suitability criteria. This outreach includes

¹⁸ <https://sepapower.org/resource/preparing-for-an-electric-vehicle-future-how-utilities-can-succeed/>
Based on original diagram from MJB&A and Georgetown Climate Center. November 2017. Utility Investment in Electric Vehicle Charging Infrastructure: Key Regulatory Considerations.
https://www.georgetownclimate.org/files/report/GCC-MJBA_Utility-Investment-in-EV-Charging-Infrastructure.pdf

educational video content, presentations or flyers explaining EV charging infrastructure and the benefits of offering EV charging tailored to the audience. Central Hudson also conducts outreach to EV site developers to engage their interest in participating in the Program and assisting with site development. (See Section 6 for further education and outreach detail.)

- ***Application Submission.*** Interested participants can apply for the Program through the online application portal on the Central Hudson website. The application includes the applicant's name and contact information and a brief project description describing the proposed number of plugs, charging output, plug type, site location, demand management software and hardware, and potential bi-directional charging and discharge of the proposed station. The application also includes information on future proofing needs and expansion plans.
- ***Application Portal.*** Once an application has been submitted, customers can review the status of their application and the progress of the project through the application portal on the Central Hudson website. The portal tracks the progress of each project and provides transparency to the customer and consistent updates to the utility. In addition to the project description and details noted in the application, the portal provides information on the status of a project, including approval, milestones, deadline dates, and responsible parties. The portal also provides details on outstanding utility requests for information and answers and the status of incentive payments and customer payments related to the make-ready project.
- ***Application Review.*** Within one month of receiving a completed application, Central Hudson reviews each application and notifies the applicant of approval or rejection based on the identified suitability criteria and overall Program priorities. Following acceptance, a Central Hudson representative contacts the applicant for an initial consultation and may schedule a site visit. During the site visit, a Central Hudson representative will assess the viability of the site based on site capacity, planned utility work, and available parking spots. Virtual site assessments may be conducted for simpler sites as

deemed appropriate. Central Hudson will also complete a check to confirm the participant is meeting applicable data reporting requirements to be eligible for an incentive commitment.

- ***Application Approval and Agreement.*** If the site is deemed eligible, Central Hudson drafts a Preliminary Incentive Disclosure based on all submitted documentation at the time of approval. The customer is informed that they can proceed with construction in accordance with all local laws and regulations and will be eligible for the preliminary incentive as long as construction is completed as detailed in their submitted documentation. The final incentive payment is subject to change based on project changes and findings during the final inspection of the site.
- ***Equipment Installation.*** Central Hudson is responsible for completing the utility-side work for the site. This involves the installation of all necessary equipment up to and including the installation of appropriate meters for data collection. In parallel, the customer works with an approved contractor to complete all necessary work on the customer side of the meter, such as installing panels, conduits, or trenching. While the installation of EV charging plugs may occur during this time, the cost of EV plugs and installation is not covered under the Program.
- ***Final inspection.*** Upon completion of all relevant make-ready work, a representative of Central Hudson completes a final site assessment to verify that the project is finalized. Central Hudson will also complete a check to confirm the participant is meeting applicable data reporting requirements to be eligible for payment.
- ***Incentive payment.*** Within 60 days of verifying that a project is complete, Central Hudson distributes the incentive payments as lump sums as agreed upon in the Project Agreement. A project is deemed complete when the charger is installed, all final documentation is received, and charger connectivity is confirmed.
- ***Continued Data Reporting.*** The participant will report required data as defined in this plan, as well as the Data Compliance Plan.

5.2. FLEET ASSESSMENT SERVICE

Central Hudson currently offers a fleet assessment service to light-, medium-, and heavy-duty fleet operators to identify the optimal vehicles to replace in existing fleets and to estimate potential operating costs. The service helps fleet operators understand the business case for fleet electrification. As part of the Program, Central Hudson includes a detailed site and load serving capacity assessment and rate analysis.

- **Customer Journey.** The customer journey begins with an online application on the Joint Utilities' website and continues through initial discussions, site assessment, rate analysis, and final report delivery.
- **Application.** To start the process, a fleet manager applies for a fleet assessment through the Joint Utilities' website. This application captures basic information about the customer's fleet.
- **Initial Consultation.** Upon receiving a completed application, Central Hudson will set up an initial consultation with the fleet manager. The intent of this meeting is to gather information on existing fleet characteristics, electrification goals, budget, and operating concerns to help shape the analysis. Following this initial consultation, Central Hudson will also schedule a time for an in-person or virtual site visit.
- **Site Assessment.** A Central Hudson representative visits with the fleet manager on location to conduct a thorough site assessment. Virtual assessments may also be conducted when deemed appropriate. The purpose of the site assessment is to identify feasibility of installing EV charging infrastructure and associated make-ready costs at the location as a threshold for continuing with the analysis. During the visit, Central Hudson identifies if the site has sufficient capacity to support the new EV charging load. They also identify necessary make-ready details including transformer locations, metering type, and potential electrical service upgrade needs. A list of key make-ready tasks for both the utility and the customer are then drawn up to complete the site assessment. Based on the findings of the site assessment, Central Hudson determines whether the site is suitable for supporting an EV fleet.

- **Data Collection.** If the site is suitable, Central Hudson works with the customer to gather detailed fleet data including vehicle age and replacement schedule, vehicle mileage by class, vehicle types and uses, schedules (i.e. duty cycles), parking locations, and current operating costs for conventional fuel vehicles. These data are subsequently fed into the rate analysis to enable Central Hudson to provide the customer with specific, actionable recommendations.
- **Rate Analysis.** After collecting sufficient information on the fleet, Central Hudson conducts a rate analysis. This analysis accounts for different available rate options to identify the most appropriate rate structure to support the EV fleet while considering cost, character of service and other key factors. Further analysis is conducted to assess multiple fleet conversion scenarios and their impacts on up-front costs, operating costs, and emissions. Finally, Central Hudson's analysis provides recommendations for post-conversion fleet management to maximize customer savings.
- **Final Report.** A concise final report is delivered to the customer detailing site assessment results, projected fleet conversion costs, rate analysis outcomes, and operating costs under various scenarios.
- **Survey.** Following the fleet assessment, customers will receive a satisfaction survey. The survey will capture customers' impressions of the Program outcomes, their likelihood to go through with fleet electrification, their ongoing barriers and their sense of what other utility services may be useful to support their electrification. The survey will be sent to participants within 60 days of delivery of the final fleet assessment report.

6. EDUCATION AND OUTREACH PLAN

Outreach and education are central to the success of the Program. Central Hudson employs suitability criteria identified by the Joint Utilities to inform its education and outreach efforts. These criteria support the company's efforts to identify sites that are well-positioned for investment, such as those with adequate load-serving capacity, likely future EV load, and additional societal benefits.

Central Hudson primarily focuses on two core audiences to identify potential participants: 1) site hosts and 2) developers and other stakeholders, detailed in sections 6.1 and 6.2.

6.1. SITE HOST OUTREACH

Central Hudson uses its customer connections to initiate targeted education and outreach to potential site hosts, prioritizing those that meet one or more of the suitability criteria described above. Materials may include educational video content, bill inserts or flyers explaining EV charging infrastructure and the benefits that offering EV charging can provide to retailers, employers, or residents of multi-unit dwellings (depending on customer type). In addition, Central Hudson regularly communicates with its customers about EVs through a range of channels, including e-newsletters, social media, events, press releases, websites, direct mail, and advertisements. Through these various outreach tactics, Central Hudson directs potential site hosts to Program information on its website and the Joint Utilities website.

6.2. DEVELOPERS & STAKEHOLDER OUTREACH

The second key audience that Program's education and outreach seeks to address are project developers and other stakeholders who populate the New York EV charging industry. Specifically, Central Hudson collaborates with the Joint Utilities to develop materials tailored to EV charging station developers (e.g., EVgo, NYPA, etc.) and public incentive administrators (e.g., NYSERDA) and interested parties (e.g., cities and municipalities, Regional Economic Development Councils, and Metropolitan Planning Organizations). For these actors, the core resource will be internal and/or consultant partner staffing resources, and the Electrification Load Serving Capacity Maps described below. By providing non-specific information on development activities underway, Central Hudson enables developers and other stakeholders to focus their energies efficiently across the region and market rather than inadvertently pursuing redundant projects.

Central Hudson also collaborates with the Joint Utilities to conduct trade ally and

developer outreach and training programs. These may include frequently-asked-questions guides, webinars about the application process, or prerecorded videos detailing how the suitability criteria and mapping tools can be used by developers and stakeholders to recruit site hosts. Through these various entry points, Central Hudson directs charging station developers and other interested parties to Program information on its website and facilitate connections between developers and potential site hosts.

6.3. ELECTRIFICATION LOAD-SERVING CAPACITY MAPS

To highlight locations likely to have adequate capacity for installation of EV infrastructure, customers can rely on our publicly accessible Electrification Load-Serving Capacity Map, which details distribution system capacity across the service territory.

In addition, Central Hudson overlays its mapping tool with the locations of Disadvantaged Communities and a one-mile radius surrounding these communities. These strategic charging sites are locations that service a Disadvantaged Community or bring infrastructure to particularly hard-to-reach communities. Together, these maps comprise the Program tools that enable both Program administrators and stakeholders to quickly and easily identify priority sites for potential make-ready investments.

Updates for this map will take place on an annual cadence.

7. PROGRAM COSTS & GOALS

The supporting Program costs and associated goals for the Program are presented below.

7.1. PROGRAM COSTS

Table 2 presents actual and expected total Program costs for DCFC and Level 2 projects, implementation and administration costs, and future proofing.

Table 2. Total Program Costs

Program Cost Category	Budget
DCFC Incentives	\$32,653,583
L2 Incentives	\$12,243,877
Implementation & Administration	\$6,734,619
Future Proofing	\$2,612,287
Total	\$54,244,366

Pursuant to the Midpoint Order, 15% of the Company's Program budget is authorized as an administration budget. These costs encompass various aspects of Program delivery. Description details and cost allocations are found in Tables 3 and 4 respectively.

Table 3. Program Administration Cost Categories Descriptions

Category	Definition
Education and Outreach	All Program marketing costs associated with outreach to site hosts, developers, and other stakeholders through methods such as educational video content, bill inserts, giveaways, newsletters, social media, events, press releases, informational websites, direct mail, and advertisements for possible site hosts, and FAQs, webinars, and other resources about the application process for developers.
Information Technology	Costs associated with technology tools needed to support the Program's operation, including maintaining online

Requirements	resources such as the application portals for incentives.
Data Collection and Management	Costs associated with collection and analysis of required Program data, such as contracting with a consultant to manage data collection, aggregation, and anonymization to meet the requirements of the annual and bi-annual reports and monitor data compliance rates.
Fleet Assessment	Costs associated with fleet assessment services administered by the utility, excluding service staff as that is under service staffing. Examples of costs included technology and data management tools and vendors supporting fleet assessment.
Service Staffing	Costs of staffing for the Program, including all employee costs and including cost of some employee contractors (i.e., those who are hired for multiple functions of the Program and thus do not clearly fall into other expense categories).
Vendor Costs	Third-party vendor services retained for functions that do not fall into other expense categories.
General Implementation Costs	All other non-vendor costs that do not fall into other expense categories.
Evaluation	Costs associated with completing required Program evaluation, including contracting with a third-party evaluation service, creating, distributing, and analyzing participant surveys and creating end-of-Program report.

Table 4. Program Administration Cost Allocations

Category	2020 – Program End
Education and Outreach	12%
Information Technology Requirements	4%
Data Collection and Management	15%
Fleet Assessment	9%
Service Staffing	52%
Vendor Costs	0%
General Implementation Costs	6%
Evaluation	2%

7.2. PROGRAM GOALS

Table 5 presents the Program metrics by year and project type. Over the Program period, Central Hudson had the goal of enabling the installation of 416 DCFC plugs and 2,037 L2 plugs. With the L2 Program suspended, the Program does not anticipate achieving plug goals.

Table 5. Program Goals by Year and Project Type

Year	DCFC Number	Level 2 Number
Program Completed through	143	858

Program Committed	255	299
Total	368	1,157

8. REPORTING

Throughout the Program, Central Hudson will fulfill all necessary reporting requirements. First, a midterm review was conducted in 2022 by DPS Staff. The resulting Midpoint Order was aimed at identifying areas for improvement and potential changes to Program guidelines. The Midpoint Order adopted several additional reporting requirements. The subsequent 2026 Petition order requirements modify previous reporting requirements, as follows:

- The DCFC portion of the Program will continue filing reports on a semi-annual basis on September 1 and March 1 of each year until the Program ends.
- The L2 portion of the Program will continue to file semi-annual reports (no later than September 1 of each year) until all plugs have been installed and have provided at least (1) year of operational data.
- Central Hudson will compile an end-of-Program report for both L2 and DCFC by September 1, 2026. The report shall be filed alongside the September 1 2026 Semi-Annual report.

Central Hudson will provide two categories of information. Category one includes Program Participation data that Central Hudson collects and tracks internally based on information submitted by Participants during the application process. Category two includes Plug and Charging Session Data, which must be provided on an ongoing basis by Participants (i.e. vendors, Site Hosts, owners or NSPs) to Central Hudson's third-party consultant(s), who are contracted to aggregate and anonymize the data. Participants are expected to make the information available on a monthly basis, or potentially more frequently if necessary and feasible. Specific information

required in each category is listed below, including an indication of whether the Company or the Participant is responsible for providing the data.

Participation Information (Provided by Central Hudson):

- Reporting year
- Site ID
- Census Tract
- Site DAC Status
- The percent of applications that have been turned into complete stations
- The number of unique station owners participating in the Program
- The number of sites where incentives have been issued
- The number of plugs installed as a result of the Program
- Aggregated kW Nameplate Capacity
- The total Infrastructure costs incurred as part of the Program
- Incentive levels a site received: up-to-50, 90, or 100 percent
- Total incentives paid per site
- Did the site receive funding from the MHD Pilot?
- Did the site receive funding from the Transit Authority Make-Ready Program?
- Does the site receive Operating Cost Relief from a Demand Charge Alternative Program?

Plug and Charging Session Data (Provided by the Participant)

- 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 (i.e. the number and duration of outages, differentiated by expected outage and unexpected outages)

Data provided to the Central Hudson or its third-party consultant(s), will also be made available to DPS Staff on an ongoing basis. A monthly reporting cadence is established for participants and/or their NSP's sending this data to the Joint Utilities for data cleansing. Consistent with the Orders, Program participants that fail to provide the

required data will not be eligible for new Program incentives and will be subject to claw back of the make-ready payments received or revocation of service so that the station can be operated by an alternate market participant.¹⁹

To ensure high-quality and accurate EV charging data the Joint Utilities' Data Compliance Plan includes formulas to calculate for data compliance to maintain 90% threshold expectations previously outlined. The plan includes resources for data collection, reporting methodology and participant education.

Non-networked charging stations will no longer be eligible for approval under future Program applications. All charging stations proposed in new applications must be networked. Existing non-networked charging stations that were previously approved remain subject to all applicable reporting requirements and must continue to meet the data reporting requirements for the duration of their participation in the Program.

The Joint Utilities will publish a publicly accessible tracker that monitors both the committed and completed L2 and DCFC plug installations, as well as committed and completed L2 and DCFC budgets reported as separate dollar figures and by service territory and will designate, at a minimum, incentives and plug totals committed and installed to benefit Disadvantaged Communities. The tracker will be updated monthly and made available at <https://jointutilitiesofny.org/ev/make-ready>.

9. MAKE-READY PROGRAM TIMELINE

The Company anticipates adhering to the following timelines:

Milestone	Description	Target Date
Make-Ready Program Order	Customers could begin applying for Program.	7/16/2020
EV Light-Duty Make-Ready Program	Issuance of participant guide for customers	8/14/2020

¹⁹ 2023 Order, 9. 74.

Participant Guide	of the Program	
Submission of EV Light-Duty Make-Ready Program Plan	Publish Program implementation plan	9/14/2020
Common Contractor Application	Post contractor application to website	9/14/2020
Suitability Criteria	Joint Utility delivery of final suitability criteria	9/14/2020
Fleet Assessment Service & Application Standup	Set up staffing resources and online application for fleet assessment service	9/14/2020
Customer Application Portal Phase 1	Customer application for Program through portal	10/16/2020
EV Charging Infrastructure Forecast	Analysis of future EV charging infrastructure	12/31/2020
Load Serving Capacity Mapping	Post load capacity GIS map for CH service territory	12/31/2020
Customer Application Portal Phase 2 enhancements	Customer application for Program through portal	1/14/2021
Annual Report	The Company filed its 2020 annual report.	3/1/2021
Annual Report	The Company filed its 2021 annual report.	4/14/2022
Midpoint Review	Review of Make-Ready Programs with DPS	10/1/2022-

	Staff	5/30/2023
Annual Report	The Company filed its 2022 Annual Report	3/1/2023
Midpoint Order	NYS Public Service Commission releases the Midpoint Order with updated Program terms	11/16/2023
Midpoint Program Re-Launch	Central Hudson releases updated Implementation Plan and related Program collateral.	1/12/2024
Annual Report	The Company filed its 2023 Annual Report	3/1/2024
Compliance Plan	The Joint Utilities filed a Data Reporting Compliance Plan	3/1/2024
Customer Bill Impact Framework	The Joint Utilities filed a Customer Bill Impact Framework	5/14/2024
Annual Report	The Company filed its 2024 Annual Report	3/1/2025
Program Review	DPS initiated Program review that facilitates a smooth transition of the Program.	3/12/2025²⁰
Semi-Annual Report	The Company filed its 2025 semiannual report	9/1/2025
Program End Date	Program end date if the Program has achieved the plug goals.	12/31/2025²¹
Implementation Plan	The Company filed its Implementation Plan.	1/14/2026

²⁰ This review shall commence the earlier of either when 70 percent of the total statewide plug goals for both L2 and DCFC are determined to be committed or completed, or no later than two years from the date of Midpoint Order.

²¹ If plug goal not met, Program will continue until the authorized Program budgets are fully depleted.

Semi-Annual Report	The Company filed its 2025 Semi-Annual Report.	3/1/2026
Program Closure	The Company closed L2 and DCFC Program to new applications.	4/22/2026
Compliance	The Company verified the completion of Onsite Operational (sampling).	7/9/2026
Compliance	The Company to achieve 90% threshold or file explanation.	7/13/2026
Compliance Plan	The Company to file Data Compliance Plan.	7/13/2026
Implementation Plan²²	The Company to file Implementation Plan.	7/13/2026
Compliance	The Company to file Participant Guide.	7/13/2026
Compliance	The Company to file Onsite Operational Verification Report.	8/10/2026
End of Program Report	The Company to file End of Program Filing for L2 & DCFC.	9/1/2026
Semi-Annual Report	The Company to file DCFC Semi-Annual Report.	9/1/2026
Implementation Plan	The Company to refile Implementation Plan.	1/12/2027
Semi-Annual Report	The Company to file DCFC Semi-Annual Report.	3/1/2027

²²Case 18-E-0138, Proceeding on the Motion of the Commission Regarding Electric Vehicle Supply Equipment and Infrastructure, Order Approving Midpoint Review Whitepaper's Recommendations with Modifications with Modifications (issued November 16, 2023). Pursuant to Ordering Clause No. 6, the Light-Duty Make-Ready Program Implementation Plan must be updated and filed on a semi-annual basis thereafter, or immediately if program modifications are made.

Annual Report	The company to file L2-only Annual Report.	6/30/2027
Implementation Plan	The Company to refile Implementation Plan.	7/12/2027
Semi-Annual Report	The Company to file DCFC Semi-Annual Report.	9/1/2027