

ELECTRIC VEHICLE MAKE-READY PROGRAM

FREQUENTLY ASKED QUESTIONS

What is the Make-Ready Program?

The Electric Vehicle Make-Ready Program (EV MRP) is available to help offset the upfront costs of installing charging stations within the Central Hudson service territory. Commercial customers seeking to install Level 2 (L2) and/or direct current fast chargers (DCFC) may receive incentives that cover up to 100% of infrastructure costs associated with preparing a site for charger installation. Some examples of items covered can include conduit, cable, transformer, meter, panel and trenching.

What does the term make-ready mean?

Make-ready refers to the work and infrastructure needed to get your site ready to install EV charging stations.

Is there a deadline to submit an application?

The EV MRP will be accepting applications until Dec. 31, 2025.

What are the benefits of installing EV chargers at my business?

- Increase sales and generate new revenue
- Boost customer traffic
- Inclusion of business location on maps through EV charging apps
- Attract new and retain existing customers
- Meet sustainability goals
- Receive federal tax credits

How can I determine my eligibility?

Public and private (both for-profit and nonprofit) entities may participate in the program. Those that apply for public incentives must feature a site that does not prevent the public from parking nor feature signs limiting the ability to park (employees only, permit parking, etc.). You can check your incentive level and eligibility by using the chart below. If you have further questions, contact us at EVMadeReadyCH@ICF.com.

Charging Level	Plug Type	Required To Be Located in a Disadvantaged Community (DAC)?	Required To Be Publicly Accessible?	Per Plug Infrastructure Incentive Cap	Incentive Level Available
DCFC	All non-proprietary (for use with most car models)	Yes	Yes	DCFC will be assessed on a \$/kW basis to determine eligibility	Up to 100%
L2	All non-proprietary (for use with most car models)	Yes	No, only multi-unit dwellings are eligible	\$6,000	Up to 100%
L2 or DCFC	Either non-proprietary or proprietary plugs co-located with an equal or greater number of non-proprietary plugs of equal charging capacity. For example, if installing five Tesla chargers, five or more non-proprietary chargers must also be installed.	No	Yes	\$5,400	Up to 90%
L2 or DCFC	Either non-proprietary or proprietary plugs that are not collocated with an equal or greater number of non-proprietary plugs of equal charging capacities. For example, if installing five Tesla chargers, five or more non-proprietary chargers must also be installed.	No	No	\$3,000	Up to 50%

How can I tell if my project site is in a disadvantaged community?

Reference [Central Hudson's EV Hosting Capacity Maps](#) or contact us at EVMakeReadyCH@icf.com.

What information will I need to provide on my application?

The application will ask for basic contact information (contractor and participant) as well as a site description (type of facility, number and type of plugs being installed, etc.). You'll need to have this information ready for submission:

- Quote or invoice for customer-side make-ready costs
- Site plan with location of chargers
- Charger specifications
- Satellite image of site and location of chargers
- Selected approved contractor
- Signed terms and conditions

For additional details, please see the [program manual](#).

Which chargers are approved through the EV Make-Ready Program?

The EV MRP is open to all charger makes and models that meet program requirements (kW output, data reporting, etc.). Please see the [program manual](#) for the latest information on eligible equipment.

How do I purchase a charger approved for the EV Make-Ready Program?

You can purchase an approved L2 or DCFC directly from a manufacturer or through an online retailer, or you can have your electrical contractor make the purchase on your behalf.

Are permitting, design and project management costs eligible?

Soft costs such as those associated with installing qualified equipment are eligible. Central Hudson will require documentation of these costs upon project completion.

Is there a maximum number of plugs that are eligible for an incentive?

There is no limit for L2 plugs, but there is a site-specific maximum of ten plugs for DCFC sites. Fast charging sites with more than ten plugs are allowed only if developing the site does not cause Central Hudson to incur new business costs greater than those that would have been incurred to develop a site with a maximum demand of 2 MW. This will be assessed after Central Hudson conducts an engineering analysis.

Does the program include future-proofing site work?

The EV MRP also incentivizes future-proofing measures. If now is not the right time to install a large number of chargers, you can install some chargers now and receive incentives for 10% of your project cost that can go toward make-ready work for the installation of future chargers. The advantage is that you can prepare for a larger number of chargers and install them at your own pace.

Ready to Get Started?

Contact us today.

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