



# New York Proposes “Make-Ready Program” to Spark Electric Vehicle Supply Equipment Investment

**Brief:** On January 13, 2020, New York’s Department of Public Service (DPS) staff issued a white paper in the Electric Vehicle Supply Equipment (EVSE) Proceeding recommending the establishment of a state-wide “Make-Ready Program” to “provide incentives to light duty electric vehicle supply equipment and infrastructure (EVSE&I) for both Level 2 and Direct Current Fast Charger (DCFC) stations.” The summary below outlines implications for EV users and utilities.



## INCENTIVE NOTES

- The Make-Ready Program is being proposed on top of existing EVSE initiatives, such as the DCFC per-plug and Con Ed’s EV quick-charging business incentive rate (BIR).
- In addition, the proposal suggests strengthening these existing programs (e.g., eliminating the planned reduction in incentives for the DCFC per-plug program).
- Utility “make-ready” costs are to be treated as traditional investments and added to “plant-in-service.”
- Next steps: Initial comments are due by Monday April 27, 2020; replies are due two weeks later, on May 11, 2020.

| % INCENTIVE RECEIVED |   |
|----------------------|---|
| 100%                 | <10mi. From LMI/underserved community   |
| 90%                  | Publicly-available chargers with standard plugs   |
| 50%                  | Community chargers (workplace, multi-unity dwellings) with standard plugs<br>Public or community charges with proprietary plugs |



## INFRASTRUCTURE

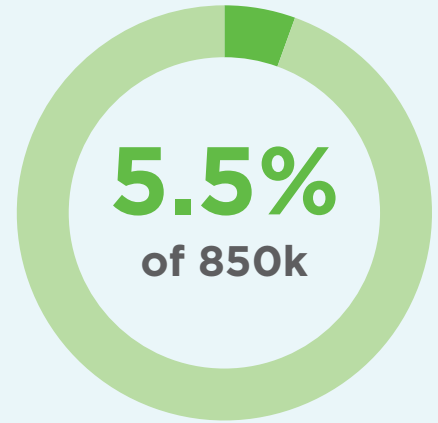
- Investments are proposed to be “future proofed,” providing for additional conduit and adequate space and capacity for expansion.
- Make-ready costs eligible for the incentive will include both utility-side and customer-side of the meter infrastructure up to the charger.
- Traditionally, electric infrastructure costs have been covered by a variety of parties, including project developers, station owners, and utilities.



## ELECTRIC VEHICLE USERS

- The program’s objective is to increase availability of public EVSE by reducing high, upfront capital costs for developers and charging station owners.
- The DPS recommends that utilities develop a fleet assessment service, consisting of a feasibility analysis (ability to upgrade on current system) and rate analysis (estimated charging costs).
- Policies for fleets and medium- and heavy-duty vehicles are deferred for discussion during the stakeholder process.

## NEW YORK’S ZEV GOAL BY 2025



## UTILITY IMPLICATIONS

- The utility’s primary role remains within its core area of expertise—distribution system upgrades to make-ready for EVSE installation.
- Utilities may need to develop strong, clear standards to minimize new business communication workload driven by increased EVSE applications.
- Utilities will need to develop EVSE cost estimates that consider different charging scenarios and locations (will be used to develop a program budget).
- Reporting requirements for the program should be bundled with existing reporting processes and leverage automated data services wherever possible.
- EVSE’s suitability analysis should be part of the DSIP process, which needs to become part of business as usual to identify ideal charging infrastructure locations.

| EVSE Suitability Criteria - Ideal Location? |                                |   |   |   |
|---|--------------------------------|---|---|---|
|   | Location X Under Consideration |   |   |   |
| Load-Servicing Capacity Available?          | Y                              |   | N |   |
| Charging Business Case?                     | Y                              | N | Y | N |
| Strategic Location?                         | Y                              | N | Y | N |

A **strategic location** can trump capacity or business case needs (e.g., a seasonal corridor to upstate New York for skiing, holidays, or hiking).

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