

CON EDISON POWERREADY EV CHARGING STATION INFRASTRUCTURE INCENTIVE PROGRAM Public Site Accessibility Clarifications

Con Edison published the [New York Electric Vehicle Infrastructure Make-Ready Program Participant Guide](#) in September 2020. This illustrated the criteria that participants must meet in order to qualify for incentive tiers.

Participants in the EV Make-Ready Program (PowerReady) are eligible to receive incentives covering up to a percent of the eligible Make-Ready infrastructure costs, subject to a maximum cap, based upon the following criteria:

	Up to 50%	Up to 90%	Up to 100%
Accessibility	Not publicly accessible locations, including most workplaces or apartment buildings, monthly subscription, pay-to-park lots	Publicly accessible locations, including municipal paid parking, pay-to-park lots (parking fee waived)	<i>See DAC criteria below.</i>
Plug Type	Locations where a station with proprietary plug types are not collocated with an equal number of commonly accepted standardized plug types of equal or greater simultaneous charging capacity.	Locations where all plugs are standardized or where a proprietary plug type is collocated at a station with an equal number of commonly accepted standardized plug types of equal or greater simultaneous charging capacity.	<i>See DAC criteria below.</i>

To qualify for the Up to 90% incentive tier, sites must allow free access to chargers for all EV drivers during business operating hours, as detailed below:

Not Publicly Accessible (Up to 50% Tier)	Publicly Accessible (Up to 90% Tier)
<ul style="list-style-type: none"> ✓ Charge entrance for EV owners ✓ Employee/resident only or customer/visitor only parking ✓ Fleet only charging ✓ Only allow free entrance to EV owners during certain operating hours or on certain days ✓ Signs that restrict parking without clear EV exemption 	<ul style="list-style-type: none"> ✓ Free entrance for all EV drivers ✓ No parking fee during charging session ✓ Can charge flat fee and/or cost per kWh for vehicle charging ✓ Can charge idle or parking fee after charging has ended ✓ Display site as free entrance or parking on PlugShare ✓ Lots with barriers or fences must provide clear indication of free entrance (physical sign showing free parking and clear instructions on how to access the chargers free of charge) ✓ Open lots with no physical barriers do not require signage ✓ Sites charging fees to enter must display instructions on how to get parking refunded, if applicable ✓ Accessibility must be the same for tenants as public EV drivers; no unattended gates

To qualify for the up to 100% incentive tier, sites must comply with the Disadvantaged Community (DAC) classifications listed below:

Disadvantaged Communities (Up to 100%)	
L2	<p>For projects in multi-unit dwellings (MUDs):</p> <ul style="list-style-type: none"> Utilities require MUD applicants to submit a copy of the regulatory agreement for the property. For applicants qualifying via rent roll, utilities supply a spreadsheet tool for determining income-based eligibility. 25% of MUD units must be at or below 80% of the Area Median Income (AMI). The directive extends eligibility for enhanced L2 incentives to all MUDs meeting site-specific criteria and submitting necessary documentation, regardless of location. <p>For projects installed curbside:</p> <ul style="list-style-type: none"> Must be adjacent to or located within a DAC zone, as per the Con Edison Hosting Capacity Map. Parking must be reserved for EV drivers No parking fees for charging session
DCFC	<ul style="list-style-type: none"> Must be located within a DAC zone, as per the Con Edison Hosting Capacity Map. Must be publicly accessible. Plugs being installed must be non-proprietary.

Questions? Email EVMRP@coned.com