

STATE OF NEW YORK  
PUBLIC SERVICE COMMISSION

CASE 18-E-0138 - Proceeding on Motion of the Commission  
Regarding Electric Vehicle Supply Equipment and  
Infrastructure.

NOTICE ANNOUNCING STAKEHOLDER SESSION

(Issued April 7, 2023)

As part of the Electric Vehicle Make-Ready Program Midpoint Review, Department of Public Service staff (Staff) prepared the Electric Vehicle Make-Ready Program Midpoint Review and Recommendations Whitepaper (Whitepaper) that was filed in this proceeding on March 1, 2023.

**PLEASE TAKE NOTICE** that Staff will convene a Stakeholder Session on April 27, 2023, at 1:00 p.m. via WebEx to foster open dialog and provide an enhanced opportunity for stakeholder feedback on recommendations in the Whitepaper pertaining to disadvantaged communities. Staff invites stakeholders to participate in a roundtable discussion which will be guided by the questions appended to this Notice with additional open discussion, as time allows. A detailed agenda will be posted by Staff at a later date.

**Disadvantaged Communities Stakeholder Session**

**Thursday, April 27, 2023**

**1:00 p.m. - 3:30 p.m.**

**Event address for attendees:**

<https://meetny.webex.com/meetny/j.php?MTID=me852345dad489a10c615641d8eca9f0a>

**Event number:** 161 582 2699      **Password:** mMgtDXHD867

**Audio Conference:**

518-549-0500

**Access code:** 161 582 2699

**PLEASE TAKE FURTHER NOTICE** that interested persons are invited to submit written comments on the Whitepaper. Initial comments are due by May 15, 2023, and reply comments are due by May 30, 2023.

Written comments should refer to Case 18-E-0138 and be submitted to the Secretary by e-filing through the Department's Document and Matter Management system (DMM),<sup>1</sup> or by email to the Secretary at [secretary@dps.ny.gov](mailto:secretary@dps.ny.gov). Individuals unable to file electronically may mail their comments to the Hon. Michelle L. Phillips, Secretary to the New York State Public Service Commission, Three Empire State Plaza, Albany, New York, 12223-1350. All comments received will be posted to the Department's website and become an official part of the case record. Information and instructions related to subscribing to the service list, or otherwise monitoring the status of this case are available on the Department of Public Service's website.<sup>2</sup>

Questions may emailed to [EVSE@dps.ny.gov](mailto:EVSE@dps.ny.gov).

(SIGNED)

MICHELLE L. PHILLIPS  
Secretary

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<sup>1</sup> How to Register with DMM, <https://dps.ny.gov/dmm-help-electronic-filing-registration-instructions>.

<sup>2</sup> <https://dps.ny.gov/dmm-login-document-and-matter-management-system>.

## **Appendix**

### **Background and Questions to consider in advance of Stakeholder Session:**

The Public Service Commission's "Make-Ready Order" approved a light-duty Make-Ready Program and related pilot programs. The light-duty EV Make-Ready Program provides funding to install the infrastructure needed for passenger electric vehicle charging. Other programs established in the Make-Ready Order that benefit disadvantaged communities include the Medium- and Heavy-Duty Make-Ready Pilot and Transit Authority Make-Ready Pilot, which support the electrification of trucks and buses respectively. The Make-Ready Order also authorized three prize competitions totaling \$85 million for clean transportation and personal mobility solutions in disadvantaged communities.

Staff recommends a number of modifications in the Electric Vehicle Make-Ready Program Midpoint Review Whitepaper (Whitepaper), including increasing the overall budget allocation to disadvantaged communities to 35 percent by providing additional dedicated make-ready funding for electric cars, trucks, bicycles and scooters.

Under current Make-Ready Program rules, 20% of each utility's incentive budget is allocated to incentives reserved for projects in disadvantaged communities. In the Midpoint Review Whitepaper, Staff recommends maintaining this 20% allocation for Level 2 (L2) chargers throughout the State and for DC Fast Chargers (DCFC) Upstate. Staff recommends increasing the proportion of funds available for DCFC in downstate disadvantaged communities to 25%. The Whitepaper recommends an additional \$30 million to fund the Medium- and Heavy-Duty Make-Ready Pilot and a \$25 million make-ready program to fund micromobility (i.e. electric bicycles and

electric scooters). These proposed investments would increase the total allocation to disadvantaged communities to 35 percent of the overall budget. Lastly, the whitepaper invites comment on the a workforce development program concept, that provides additional funding for projects that employ residents from disadvantage communities.

These recommendations will be described in more detail during the Stakeholder Session. Staff is looking for Stakeholder feedback on the following during the Stakeholder Session:

Make-Ready Program Budget and Eligibility Whitepaper  
Recommendations for Investment in Disadvantaged Communities

1. Does the proposed budget increase adequately support equitable access to EV charging for residents of disadvantaged communities? If not, why not?
2. Does the recommendation to expand eligibility for disadvantaged community-level incentives to include curbside chargers help address the charging needs of disadvantaged community residents?
  - a. Are there other benefits or drawbacks related to curbside charging that should be taken into consideration?
3. Does the proposal that multi-unit dwellings (MUDs) meet the same eligibility criteria as the Affordable Multifamily Energy Efficiency Program present any concerns?
4. Does reducing the eligibility radius for level 2 chargers to zero miles statewide present any concerns?

Micromobility Program

5. Does allocating \$20 million downstate and \$5 million upstate for make-ready micromobility provide a meaningful benefit to disadvantaged community residents? If not, why not?

- a. Should fire suppression systems be considered eligible equipment for make-ready funding?

Medium- and Heavy-Duty Pilot

6. Does allocating an additional \$25 million for the Medium- and Heavy-Duty Make-Ready Pilot provide a meaningful benefit to disadvantaged community residents? If not, why?
  - a. Does including equipment on the customer's property as an eligible cost make the Pilot more effective?
  - b. How can this program make sure older polluting trucks and buses will be replaced with zero-emission alternatives?
  - c. What types of locations are high priority for medium- and heavy-duty make-ready investment?

Workforce Development

7. How could an adder to the Make-Ready Program support workforce development for disadvantaged community residents?
  - a. What level of investment would incentivize approved contractors to hire disadvantaged community residents?
  - b. What are pilot designs that could encourage workforce development for disadvantaged community residents?
  - c. How could a make-ready adder leverage existing workforce development programs?

Engagement Strategies

8. How can Staff improve engagement with disadvantaged community residents, as well as the organizations that serve them, on matters related to investment in transportation electrification?