

**NEW YORK ELECTRIC VEHICLE INFRASTRUCTURE  
MEDIUM- AND HEAVY-DUTY VEHICLE MAKE-READY  
PILOT PROGRAM**

**Amended Implementation Plan Submitted by:**

Central Hudson Gas & Electric Corporation

Consolidated Edison Company of New York, Inc.

Niagara Mohawk Power Corporation d/b/a National Grid

New York State Electric & Gas Corporation

Rochester Gas & Electric Corporation

Orange & Rockland Utilities, Inc.

**Originally Filed: October 14, 2020**

**Latest Version Filed: April 23, 2026**

**Case 18-E-0138**

Pursuant to New York Public Service Commission's Order dated January 23, 2026  
*Order Modifying Medium- and Heavy-Duty Fleet Make-Ready Pilot Program*

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## 1. REVISION TRACKER

Date	Revision Description
October 14, 2020	First Implementation Plan filed.
January 12, 2024	Modified to include CECONY in the MHD Pilot program and offer customer-side cost incentives, as authorized in the New York Public Service Commission’s (“PSC”) November 16, 2023, <i>Order Approving Midpoint Review Whitepaper’s Recommendations with Modifications</i> . <sup>1</sup>
February 2, 2024	Expanded eligible EPA voucher programs to include any federal incentive programs with a disadvantaged community (“DAC”) requirement.
June 14, 2024	Broadened language about eligible voucher programs as new eligible programs became available. Clarified language about customer-side incentive caps.
October 18, 2024	Pursuant to the PSC September 20, 2024, <i>Order Approving Modifications to Make-Ready Program</i> , <sup>2</sup> the Joint Utilities file this implementation plan update to reflect expanded DAC eligibility to include projects in parcels that are: a) partially within a DAC, or b) adjacent to a DAC.
April 23, 2026	Pursuant to the PSC January 23, 2026, <i>Order Modifying Medium- and Heavy-Duty Fleet Make-Ready Pilot Program</i> , <sup>3</sup> the Joint Utilities file this implementation plan to reflect program changes including expanded eligibility to shared hub applications, expanded customer-side incentive eligibility for sites not in DACs and for projects without a voucher incentive, and a tiered incentive structure. This revision also includes new data reporting requirements and enhanced descriptions of marketing and outreach to fleets about MHD electrification, as required in the 2026 Order.

## 2. BACKGROUND

The New York Public Service Commission (“PSC”), in its July 16, 2020, *Order Establishing Electric Vehicle Infrastructure Make-Ready Program and Other Programs*,<sup>4</sup> directed the Joint Utilities,<sup>5</sup> with the exception of Consolidated Edison Company Of New York (“CECONY”), to file, in consultation with Department of Public Service Staff, a Medium- and Heavy-Duty Make-Ready Pilot Program (“MHD Pilot Program”) Implementation Plan no later than October 14, 2020. On November 16, 2023, the PSC issued an *Order Approving Midpoint Review Whitepaper’s Recommendations with Modifications* (“2023

<sup>1</sup> Case 18-E-0138, Proceeding on Motion of the Commission Regarding Electric Vehicle Supply Equipment and Infrastructure (“EVSE & I Proceeding”), *Order Approving Midpoint Review Whitepaper’s Recommendations with Modifications* (issued November 16, 2023) (“2023 Order”).

<sup>2</sup> EVSE & I Proceeding, *Order Approving Modifications to Make-Ready Program* (issued September 20, 2024) (“Make-Ready Petition Order”).

<sup>3</sup> EVSE & I Proceeding, *Order Modifying Medium- and Heavy-Duty Fleet Make-Ready Pilot Program* (issued January 23, 2026) (“2026 Order”).

<sup>4</sup> EVSE & I Proceeding, *Order Establishing Electric Vehicle Infrastructure Make-Ready Program and Other Programs* (issued July 16, 2020) (“2020 Order”).

<sup>5</sup> The Joint Utilities are Central Hudson Gas & Electric Corporation (“CHGE”), Consolidated Edison Company of New York, Inc. (“CECONY”), New York State Electric & Gas Corporation (“NYSEG”), Niagara Mohawk Power Corporation d/b/a National Grid (“NMPC”), Orange & Rockland Utilities, Inc. (“O&R”), and Rochester Gas & Electric Corporation (“RG&E”).

Order”), which included several changes to the MHD Pilot Program. One provision of the 2023 Order is to include CECONY in the MHD Pilot Program.

The PSC’s *Order Modifying Medium- and Heavy-Duty Fleet Make-Ready Pilot Program* (“2026 Order”), issued and effective January 23, 2026, approved expansion of participation eligibility in the MHD Pilot to include shared hub models, as well as allowing Participants without a voucher incentive to qualify for customer-side cost coverage. The PSC also approved the expansion of customer-side cost coverage for MHD charging sites with modifications. As of the effective date of the 2026 Order, the Joint Utilities will apply updated eligibility, incentive determination rules, and reporting requirements to all new applications submitted to the Joint Utilities’ MHD Pilot Programs.

In accordance with the requirements of the 2026 Order, this document presents the updated MHD Pilot Program Implementation Plan proposed by the Joint Utilities.

## MHD PILOT PROGRAM OVERVIEW

The Joint Utilities’<sup>6</sup> MHD Pilot Program is designed to reduce diesel emissions by encouraging the transition of medium- and heavy-duty vehicle (“MHDV”) fleets to electric vehicles (“EVs”) throughout New York State. The MHD Pilot Program offers incentives to mitigate the cost of developing EV charging capacity for qualifying MHD fleet vehicles. Incentives cover up to 90% of the utility-side make-ready costs and up to 90% of the customer-side make-ready costs for eligible customers and prioritize investments in Disadvantaged Communities (“DACs”).

MHD Pilot Participants may apply for incentives through the website of the relevant participating utility. Each utility administrator will accept applications until available incentive funding has been fully allocated. Additional information about the MHD Pilot Program, including the application process, is available on each participating utility’s website, provided in Table 1, and applicants can direct questions related to the MHD Pilot Program to each utility’s EV Program email address listed in Table 1.

**Table 1: MHD Pilot Program Information Sources**

Utility	Email	Program Web Address <sup>7</sup>
Central Hudson	<a href="mailto:EVMakeReady@cenhud.com">EVMakeready@cenhud.com</a>	<a href="#">Medium- and Heavy-Duty Make-Ready Pilot</a>
CECONY	<a href="mailto:dl-EVMHD@coned.com">dl-EVMHD@coned.com</a>	<a href="#">PowerReady MHD Pilot Program</a>
National Grid	<a href="mailto:NGFleetProgram@nationalgrid.com">NGFleetProgram@nationalgrid.com</a>	<a href="#">Electric Vehicle Charging Station Programs</a>

<sup>6</sup> For ease of reference, the text refers to Joint Utilities. The use of the term also includes actions or program design parameters that would be applicable to an individual utility’s program.

<sup>7</sup> Full Program Web Addresses: Central Hudson: <https://www.cenhud.com/en/my-energy/electric-vehicles/EV-make-ready-program/medium-dutyheavy-duty-make-ready-pilot/>; CECONY: <https://coned.com/MHDV>; National Grid: <https://www.nationalgridus.com/Upstate-NY-Business/Energy-Saving-Programs/Electric-Vehicle-Charging-Station-Program>; NYSEG: <https://www.nyseg.com/smartenergy/electricvehicles/ev-programs-for-your-business/fleet-owners>; RG&E: <https://www.rge.com/smartenergy/electricvehicles/ev-programs-for-your-business/fleet-owners>; Orange & Rockland: <https://www.oru.com/en/our-energy-future/electric-vehicles/new-york/commercial-ev-drivers/fleet-owners-and-operators>.

NYSEG	<a href="mailto:EVPrograms@nyseg.com">EVPrograms@nyseg.com</a>	<a href="#">Medium- and Heavy-Duty Make-Ready Pilot</a>
RG&E	<a href="mailto:EVPrograms@rge.com">EVPrograms@rge.com</a>	<a href="#">Medium- and Heavy-Duty Make-Ready Pilot</a>
Orange and Rockland	<a href="mailto:ev@oru.com">ev@oru.com</a>	<a href="#">Medium- and Heavy-Duty Make-Ready Pilot Program</a>

### 3. DEFINITIONS

**Disadvantaged Communities (“DACs”):** *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, ECL § 75-0101(5).* The Joint Utilities will administer the MHD Pilot Program consistent with the goals of the Climate Leadership and Community Protection Act (“CLCPA”) and the DAC criteria and maps adopted on March 27, 2023, by the Climate Action Council’s Climate Justice Working Group. Additionally, the Joint Utilities will conform to the reporting requirements related to tracking and reporting of investments and benefits within DACs, as outlined in Clean Energy-12: CLCPA Disadvantaged Communities Investment and Benefits Reporting Guidance.<sup>8</sup> The DAC map can be accessed at: <https://jointutilitiesofny.org/ev/make-ready/mhd-pilot-program>.

**Fleet:** *One or more commercially or institutionally owned or leased vehicle(s) used for commercial, industrial, or institutional purposes.*

**Fleet Assessment Services (“FAS”):** *Utility Fleet Assessment Services help fleet operators evaluate certain costs and benefits associated with fleet electrification, including site feasibility analysis regarding the local grid conditions and rate analyses.* Each Company offers these services to increase education and awareness of fleet electrification benefits and help build a pipeline for MHD Pilot participation.

**Heavy-duty Vehicles:** *Any Class 7 – 8 vehicles with a gross vehicle weight rating (GVWR) over 26,000 lbs.*

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

**Medium- and Heavy-Duty Pilot Program (“MHD Pilot Program”):** *The MHD Pilot Program provides incentives for the purchase and installation of make-ready infrastructure associated with bringing power to EV chargers in support of MHDV fleets in each participating utility’s service territory.* The MHD Pilot Program provides support for up to 90% of utility-side costs and up to 90% of customer-side costs, depending on project characteristics.

**Participant:** *An entity, including its subsidiary or affiliate, that applies for and/or receives the incentives available through the MHD Pilot Program.* This includes:

<sup>8</sup> Department of Public Service, Clean Energy Guidance Documents, Clean Energy-12: CLCPA Disadvantaged Communities Investment and Benefits Reporting Guidance, available at: <https://dps.ny.gov/clean-energy-guidance-documents>.

- **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.
- **Operator:** The business entity responsible for the operation and maintenance of the EV charging equipment.
- **Site Host:** The owner or operator of the site on which the EV charging equipment is installed. The Site Host may or may not be the Equipment Owner or Operator.
- **Customer:** An entity taking service from a participating utility.

**Publicly Accessible:** *Publicly accessible sites are accessible to MHD vehicles without access fees during charging.*

**Shared Charging Hubs:** *Non-publicly accessible sites that are used by more than one fleet.* This includes but is not limited to:

- Developer-owned charging hubs offering subscription or reservation systems;
- Depot owners sharing chargers with other fleets;
- Multiple entities sharing a charging depot; and
- MHD vehicle dealerships that allow customers to charge on-site.

**Single-Fleet Convertible:** *Any site where the site’s ownership, access controls, commercial terms, or physical configuration could reasonably result in the hub being used predominately by a single fleet.<sup>9</sup>*

**Vehicle Routing Data:** *Data reporting total miles driven and emissions produced within DACs that is collected from vehicles at a site funded by the Pilot, if available.* See the Data Reporting section for more details on the specific routing data reporting requirements.

#### 4. ELIGIBLE INFRASTRUCTURE AND EQUIPMENT

The MHD Pilot Program provides incentives to cover two categories of eligible make-ready infrastructure and equipment:

**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.

**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.

Note that the EV chargers themselves (including bidirectional chargers) and associated equipment such as power blocks, modules, mounting hardware, co-located distributed generation, or networking fees, are ineligible for incentives under the MHD Pilot Program.

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<sup>9</sup> 2026 Order, pg. 10.

## 5. ELIGIBILITY CRITERIA

Each utility will evaluate applications for the MHD Pilot Program based on the eligibility requirements set out by the 2026 Order. The 2023 Order provides utilities with discretion when accepting applications and deciding final incentives based on the specific characteristics of the project.

**Public Accessibility:** Publicly accessible charging stations for MHDVs are eligible for incentives covering both customer-side and utility-side costs. Publicly accessible stations do not need to meet the DAC criteria to be eligible for the MHD Pilot Program.

**Shared Charging Hubs:** The 2026 Order authorized shared charging hubs to be eligible for incentives through the MHD Pilot Program as publicly accessible sites. Each participating hub shall be operated and marketed as a shared facility and operators must clearly display pricing and accessibility information, including subscription fees or restrictions. Shared Charging Hubs do not need to meet the DAC criteria to be eligible for the MHD Pilot Program. Shared hub operators must be able to report data related to hub usage by fleet (see “Data Reporting” for further information). The Joint Utilities will analyze usage data from shared hubs and will inform DPS Staff if the information indicates exclusive use of a shared hub by one fleet.

**Non-Road Fleet Sites:** Fleets with non-road vehicles are eligible for the program. As of the 2026 Order, non-road vehicle vouchers are no longer required for participation in the Pilot.<sup>10</sup>

**Disadvantaged Communities:** The Pilot has a tiered incentive mechanism for non-publicly accessible sites based on DAC radius. Fleet depots located in DACs (“Tier 1”) will be entitled to an up-to-90% customer-side incentive. Fleet depots located outside, but within two miles of a DAC (“Tier 2”) will be entitled to an up-to-50% customer-side incentive. The utilities will implement a total \$15 million cap for Tier 2 incentives across the state. Non-publicly accessible stations *not* located in or within two miles of a DAC are only eligible for up to 90% of Utility-side incentives.

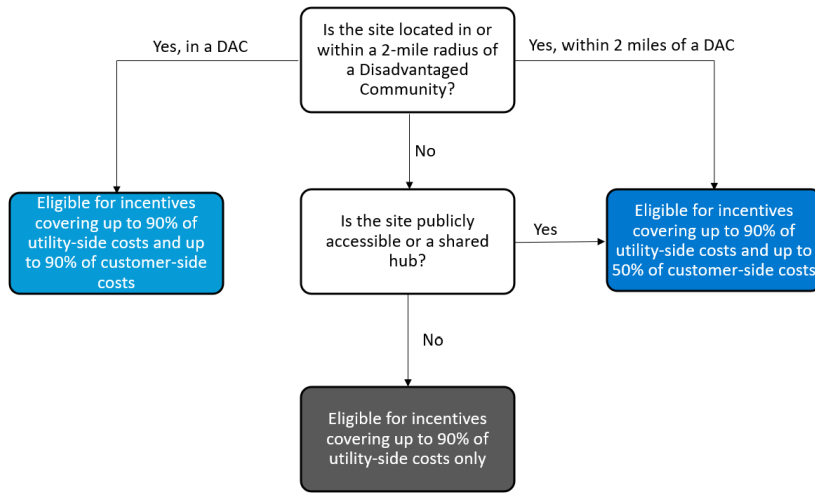
## 6. INCENTIVE LEVELS

Utilities will provide incentives for eligible sites of up to 90% of costs for customer-side infrastructure and up to 90% of costs for utility-side infrastructure for all sites, based on the utility evaluation of project characteristics of the criteria described above. Figure 1 presents a flowchart summarizing the MHD Pilot Program eligibility criteria.

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<sup>10</sup> For information and examples of eligible non-road vehicles and equipment, see [NYSERDA’s Truck Voucher Incentive Program \(NYTVIP\) materials](https://www.nyscrda.org/All-Programs/Truck-Voucher-Incentive-Program-(NYTVIP)-materials). Available at: <https://www.nyscrda.org/All-Programs/Truck-Voucher-Program>.

**Figure 1: MHD Pilot Program Eligibility Flowchart<sup>11</sup>**



Customer-side incentives are subject to dollar per kW caps, which vary by utility territory and are presented in Table 2 below. Projects that are eligible for customer-side make-ready incentives are eligible to receive up to 50% or 90% of the caps listed below.<sup>12</sup>

**Table 2: MHD Pilot Program Customer-Side Incentive Caps**

Utility	Customer-Side Incentive Baseline
Central Hudson	\$658.36 / kW
CECONY	\$980.76 / kW
National Grid	\$440.96 / kW
NYSEG	\$409.07 / kW
Orange and Rockland	\$592.77 / kW
RG&E	\$712.08 / kW

## 7. IMPLEMENTATION

The MHD Pilot Program administrators will engage with current and prospective program Participants, including fleet owners and managers, site hosts, and station developers, to encourage participation in

<sup>11</sup> Sites that are partially within a DAC will be incentivized as Tier 1 (DAC sites) and are eligible for up to 90% of utility-side costs and up to 90% of customer-side costs. Sites that are adjacent to a DAC will be incentivized as Tier 2 (within 2 miles of a DAC) and are eligible for up to 90% of utility-side costs and up to 50% of customer-side costs.

<sup>12</sup> Table 2 shows 100% of the customer-side incentive baseline for DC fast charger incentives authorized in the Light-Duty Make-Ready Program. Each utility may present incentive caps in their program materials that vary slightly due to rounding.

the program and adoption of electric MHD vehicles. The MHD Pilot Program relies on targeted outreach and solicitation of applications through the participating utility's website and other channels to develop a program pipeline. Each participating utility will conduct application review, verification, and approval in close coordination with Participants.

Each participating utility is responsible for managing all utility-owned equipment installations required for each project. The Participant is responsible for the installation of all other equipment at the site. The utilities will pay MHD Pilot Program funds based on costs associated with each project upon verifying the completion of the installation and compliance with program rules and requirements.

## PROGRAM PARTICIPANT JOURNEY

Participants begin the journey through the MHD Pilot Program with either targeted outreach by each utility or through customer-initiated contact. The utilities will make program applicants aware of the Fleet Assessment Service during their journey through the MHD Pilot Program. Participants can initiate the Fleet Assessment Service through the Joint Utilities' website or an individual utility's website. The MHD Pilot Program journey continues through application, review, and program agreement phases before moving on to equipment installation and inspection and payment of the incentive. These are the steps in the customer journey:

- **Education and outreach.** Each utility may conduct targeted outreach to potential Participants based on size of fleet, electrification activity in other areas across the country, proximity to DACs, public accessibility, and other eligibility considerations. Initial outreach may involve marketing collateral explaining EV charging infrastructure and the benefits of operating EV fleets. (See Education and Outreach Plan for further education and outreach details.)
- **Fleet Assessment Services (Optional).** Each utility promotes and provides free fleet assessment services to customers inquiring about fleet electrification. Interested customers can apply using the form available on the Joint Utilities website (<https://jointutilitiesofny.org/ev/make-ready/fleet-assessment>) or through utility websites. Applicants provide information about the vehicles in their fleet and project characteristics, including approval from site host if they're not the applicant. Utilities then provide an assessment that includes information on site feasibility and utility rates for EV charging and may also include vehicle mileage analysis, potential charging plans, timelines, costs of electrification, and available incentives through the MHD Pilot and other EV programs.
- **Application submission.** Interested parties can apply for the MHD Pilot Program on each participating utility's website, regardless of whether or not they have participated in the Fleet Assessment Service. The Pilot application requests name and contact information, a brief project description, description of the fleet and the vehicles to be electrified, if applicable, and location of charging sites.
- **Application review.** After receiving a completed application, the respective utility will review the application and notify the applicant of their eligibility based on the MHD Pilot Program rules and project characteristics. A utility representative may arrange a consultation and schedule a site visit to assess the grid impact of EV charging infrastructure at the site based on site capacity and planned utility work.
- **Application incentive agreement.** The utility will provide the Participant with an initial incentive determination based on: (i) the finalized utility-side costs, if any, and (ii) for projects eligible for

customer-side make-ready incentives, the Participant-provided estimates of customer-side make-ready costs. The utility will provide a program agreement detailing any utility-side work and customer-side work to be covered by the incentives, the associated incentives, and timeline for the project.

- **Equipment installation.** Once the program agreement has been signed, the Participant will secure the necessary permits and complete the customer-side construction. If utility-side upgrades are also required, the utility is responsible for completing the utility-side work for the site. This involves installing all necessary equipment up to and including appropriate meters for data collection. The installation of make-ready infrastructure and EV charging plugs may occur simultaneously.
- **Final documentation.** Once the project is complete, the Participant will submit the required project documentation, provide supporting documentation for any third-party inspections, if available, and participate in a utility inspection, if required, before incentive payments are approved and disbursed. The Joint Utilities will require MHD Pilot Participants to report data from at least one session per charging station prior to approving the project as complete and issuing funding. If a charging session cannot be obtained, uptime or outage data per charging station from the Network Service Provider will be sufficient to release payment.
- **Final incentive determination and payment.** After verifying that a project is complete, Participants receiving customer-side make-ready incentives will submit invoices supporting the actual cost incurred for the customer-side make-ready infrastructure for review and approval by the utility. The authorized incentive amount will be recalculated if the approved actual incurred costs are lower than the estimated costs established during the Application Incentive Agreement phase. The utility will then distribute the final incentive payment to the Participants and contractors as lump sums as defined in the program agreement.
- **Survey.** After the final inspection and a sufficient operating window, Participants will receive a satisfaction survey from the respective utility. The survey captures Participants' impressions of MHD Pilot Program outcomes, their plans to expand fleet electrification, any ongoing barriers, and their interest in other utility services that may be useful to support their electrification.

## EDUCATION AND OUTREACH PLAN

The utilities outlined several strategies that can initially be deployed to enhance current program engagement efforts. As the program evolves, the utilities will modify education and outreach to align with a growing market. Utilities will focus on education and outreach to Participants located in DACs.

- **Key Stakeholder and Site Type Outreach:** Utilities will conduct outreach to key stakeholders and site types to increase awareness of the MHD Pilot Program, proactively offer fleet assessment services, and inform potential Participants about available incentives. This outreach may include webinars or in person events with local businesses and community-based organizations located in or adjacent to DACs to provide regular program updates and share program impacts.
  - **Fleet Owners:** Utilities will conduct outreach to fleet owners to assess site load capacity and provide tailored information on fleet electrification opportunities, incentives, and program participation pathways.
  - **Public Stations:** Utilities will work with developers, including light-duty program Participants and companies offering public charging hubs or charging-as-a-service

solutions, to educate them about the MHD Pilot Program and opportunities to support MHD charging deployment.

- **School Districts:** Utilities will conduct outreach to school districts, with a focus on districts and depots located in DACs, to educate them on the Fleet Assessment Service, available incentives, and site load capacity considerations to support project planning and implementation.
- **Vehicle OEMs and Dealerships:** Utilities will coordinate with vehicle original equipment manufacturers (OEMs) and dealerships to disseminate information about the Fleet Assessment Service to MHD fleet customers, leveraging existing sales and procurement touchpoints to connect prospective fleet buyers with utility programs and DAC eligible incentives.
- **Local System Capacity.** The utilities will use publicly accessible Electrification Load-Serving Capacity Maps, which detail distribution system capacity across their service territories. The maps may also overlay DACs as a layer.
- **Proactive Site Capacity Assessments:** Utilities will engage MHD fleet owners and fleet depots to assess site readiness and grid capacity for electrification. These assessments will help identify infrastructure needs early while increasing awareness of the Fleet Assessment Service and incentives that can support depot upgrades.
- **NYSERDA Fleet Electrification Planning (FEP) Coordination.** Utilities will coordinate with NYSERDA's Fleet Electrification Planning program to align outreach efforts and identify fleet owners and depots that may benefit from utility services. This coordination will provide consistent messaging, reduce duplication of effort, and streamline customer pathways from planning support to utility program participation.
- **Industry Events.** The utilities will host or participate in industry events to educate stakeholders and potential Participants on program offerings and requirements, while facilitating partnerships among charging developers, fleet operators, and vehicle and equipment manufacturers. These forums will support information sharing, relationship-building, and coordination to advance project development and participation in the Pilot.

The utilities will evolve their respective outreach criteria and methods as they learn more about the market through administering the Pilot. The Joint Utilities will regularly send their customers information about the program through various channels including social media, conferences, industry events, press releases, websites, direct mail, and advertisements.

## FLEET ASSESSMENT SERVICES

The 2026 Order directed the utilities to modify the current Fleet Assessment Services to reflect the program modifications approved in the 2026 Petition Order.<sup>13</sup> The updated Fleet Assessment Services prioritize outreach efforts to enhance awareness of the services available to MHD fleets in DACs. Enhanced outreach will help inform potential program Participants about the geographic-eligible incentives that are available to customers in or within 2 miles of a DAC. While the utilities prioritize outreach in DACs, the service is available to any customer that meets the requirements.

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<sup>13</sup> 2026 Order, p. 16.

Initiating the Fleet Assessment Service requires submission of vehicle and site information, which is followed by an initial consultation with the relevant utility. The Fleet Assessment Service provided by the utility (or designated entity) includes a site analysis to assess local grid conditions and project feasibility, and a rate analysis to help Participant understand charging costs. The Fleet Assessment Service also informs customers of the available rate options and incentive programs and directs them to further information and tools. Fleet Assessment Service users are encouraged to apply to the MHD Pilot Program.

Additional details regarding the Fleet Assessment Service are available on each utility’s website.

## 8. PROGRAM BUDGET

For the 2020 Order, the Joint Utilities, excluding CECONY, used MHD Vehicle-in-Operation (“VIO”) data provided by Atlas Public Policy (“Atlas”)<sup>14</sup> to apportion the MHD Pilot Program budget. For the 2023 Order, the Joint Utilities received updated VIO data from Atlas, current as of November 2, 2023. The 2023 Order authorized a total budget of \$68 million, \$59 million of which was apportioned using the updated VIO data, and a minimum budget of \$5 million for each utility. CECONY’s budget is inclusive of the \$9 million authorized in the 2019 CECONY rate case.<sup>15</sup> Table 3 shows the updated budget amounts for the MHD Pilot Program.

Currently, using VIO data is the best approach for allocated budgets for the MHD Pilot. Other influencing factors, such as potential variation in development costs for MHDV charging by region, site design, or real estate constraints, remain unknown. One objective of the MHD Pilot Program is to learn about real-world costs and influencing factors and apply the lessons to future program design and budgets.

**Table 3: MHD Pilot Program Budget Allocation**

Utility	Fixed Operating Budget
Central Hudson	\$5.00M
CECONY <sup>16</sup>	\$21.60M
National Grid	\$19.59M
NYSEG	\$11.81M
Orange and Rockland	\$5.00M
RG&E	\$5.00M
<b>Total</b>	<b>\$68.00M</b>

<sup>14</sup> Atlas tracks the number of vehicles on the road in New York State and publishes a dashboard, EvaluateNY, with visualizations of this data (<https://atlaspolicy.com/evaluateny/>).

<sup>15</sup> Case 19-E-0065, Con Edison – Rates, Order Adopting Terms of Joint Proposal and Establishing Electric and Gas Rate Plan (issued January 16, 2020) (“2019 CECONY rate case”).

<sup>16</sup> Inclusive of \$9 million in funding authorized in the 2019 CECONY rate case.

## COST RECOVERY

As per the 2020 Order,<sup>17</sup> utility-side make-ready infrastructure costs will be treated as capitalized plant in service with cost allocation and recovery accomplished via traditional ratemaking methodologies. Other costs including customer-side make-ready infrastructure costs will be deferred as a regulatory asset and, at the end of each program year, be recovered via surcharges over a period of 15 years, with the net-of-tax balances accruing carrying charges at each utility's pretax overall cost of capital. Implementation costs inclusive of the Fleet Assessment Service will be deferred until the end of each program year. At the end of each program year, the deferred costs will be collected over a five-year amortization period, with the net-of-tax balances accruing carrying charges at each utility's pretax overall cost of capital.

## 9. DATA REPORTING

The 2026 Order<sup>18</sup> directed the Joint Utilities to collect additional information to evaluate the effectiveness of updated program rules and eligibility requirements. The Joint Utilities will begin including the data collected from the new reporting requirements in the September 2026 Semi-Annual Report. The required data provided by individual Participants will be anonymized and aggregated prior to use in program analysis or reporting, such that no Participant-identifiable information is disclosed.

Semi-Annual reports will include:

- Reporting period program participation information
- Project descriptions
- Eligible costs and incentives
- Plug, charging session, and outage data (provided quarterly by Participants to utility or third-party consultant) for a period of a minimum of five years from project completion.
  - o The Joint Utilities will require MHD Pilot Participants to report data from at least one session per charging station prior to approving the project as complete and issuing funding. If a charging session cannot be obtained, uptime or outage data per charging station from the Network Service Provider will be sufficient to release payment.
- MHD vehicle routing data (provided semi-annually as available and received from Participants; see Routing Data section below)
  - o Total miles driven and/or emissions produced by MHD vehicles in the fleet
  - o Total miles driven and emissions produced within DACs

Additional information will be required for participation by shared charging hubs located on or adjacent to a depot facility, or that are "single-fleet-convertible." The following datapoints are required to be provided by Shared Hub operators to be anonymized and reported in the Joint Utilities' semi-annual reports.

- Hub ownership information
- Hub usage information by fleet (delineating between fleet vehicles operated out of the depot facility and fleet vehicles operated from elsewhere)

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<sup>17</sup> 2020 Order, pp. 78-81.

<sup>18</sup> 2026 Order, pp. 14-15.

- Fee structures to non-host fleets

## ROUTING DATA

In the 2026 Order, the Commission directed the Joint Utilities to obtain and provide MHD vehicle routing data from private depot Participants, if available, including total miles driven and emissions produced within disadvantaged communities, and that such data account for factors such as vehicle type, fuel efficiency, and idling time to accurately assess emissions and social costs.

The Joint Utilities will request that fleets share any available routing data. Any routing data available to the Joint Utilities will be reported in the semi-annual report and will be available to be used, in aggregate and anonymized, by DPS Staff “to better identify the benefits of vehicle electrification to disadvantaged communities and enhance the attribution and reporting of disadvantaged community benefits,” as per the 2026 Order.<sup>19</sup> Whether a Participant provides routing data will not affect the Participant’s incentive payment or eligibility for future projects.

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<sup>19</sup> 2026 Order, pg. 17.