

Micromobility PowerReady Program

PARTICIPANT GUIDE

Introduction

Micromobility devices, such as electric bikes and electric scooters, are an efficient mode of clean transportation, particularly in dense urban areas, and more affordable than personal electric cars, making them more accessible to many New Yorkers, including residents of Disadvantaged Communities. Despite the benefits of electric micromobility, in-home micromobility charging has been a source of increasingly common fire safety incidents over the past few years.

The New York State Public Service Commission issued the November 16, 2023 *Order Approving Midpoint Review Whitepaper's Recommendations with Modifications* (Midpoint Order) approving the Micromobility PowerReady Program (Micromobility Program).¹ The Midpoint Order authorized a total Program budget of \$20M to be administered jointly by Con Edison and Orange & Rockland Utilities, Inc. (O&R), together “the Companies”. The Program budget is \$18M for Con Edison.

The goal of the Micromobility Program is to help overcome barriers to personal electric mobility in Disadvantaged Communities by reducing the upfront costs of building charging stations for micromobility devices and providing access to safer micromobility charging. Through this Micromobility Program, entities seeking to install or participate in the installation of micromobility chargers can earn incentives that will offset a portion of the make-ready infrastructure costs associated with preparing a site for micromobility charger installation.

This Program Participant Guide outlines important details for the Micromobility Program, such as eligibility criteria, enrollment process, and post-enrollment requirements.

Definitions

Curbside Charging: Charging sites that are located at the curb or on the sidewalk.

Disadvantaged Communities: 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). This definition was adopted by the Climate Justice Working Group (CJWG) on March 27, 2023. An updated map reflecting the CJWG’s final definition of *Disadvantaged Community* is available online.²

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

² https://data.ny.gov/Energy-Environment/Final-Disadvantaged-Communities-DAC-2023/2e6c-s6fp/about_data

Micromobility: Micromobility encompasses lightweight, low-speed transportation devices, including electric bikes and electric scooters.

Multi-Unit Dwelling: A multi-unit residential building with five or more dwelling units.

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

- **Developer:** An entity responsible for designing, constructing, and commissioning a micromobility charging site. This entity may also be responsible for owning, managing, and operating the charging site.
- **Equipment Owner:** The entity that purchases and owns or controls the micromobility charging equipment once it is installed.
- **Site Host:** The owner or operator of the site on which the micromobility charging equipment is installed. The Site Host may or may not be the Equipment Owner.
- **Customer:** An entity taking service from Con Edison or O&R.

Publicly Accessible: A micromobility charging site that is accessible to any user of micromobility who wants to access the site and has compatible equipment.

Shared-use Sites: Charging sites serving (i) multiple users enrolled in subscription-based micromobility, and/or (ii) micromobility charging co-located with charging for other types of electric mobility, such as electric cars, trucks or buses.

Program Eligibility and Incentives

In order to participate in the Micromobility Program, the following criteria must be met:

Eligible Equipment or Infrastructure

Two categories of equipment or infrastructure are eligible for incentives under the Micromobility Program:

1. **Utility-side Make-Ready Infrastructure:** Utility electric infrastructure needed to connect and serve the load associated with the charging of micromobility devices that would have otherwise been paid by the Participant as Excess Distribution Facilities ("EDF"),³ contributions in aid of construction ("CIAC")⁴ and/or accommodation charges. This may include traditional distribution infrastructure that will be installed, owned, and operated by the Companies, such as step-down transformers, overhead or underground service lines, and utility meters.
2. **Customer-side Make-Ready Infrastructure:** Customer equipment or infrastructure necessary to make a Customer site ready to connect charging for micromobility devices

³ Excess Distribution Facilities are those constructed when the Companies provide distribution facilities in excess of or in place of those normally provided or otherwise designated by the Companies.

⁴ Contributions paid by customers for reimbursement of electric assets that O&R constructs to serve those specific customers using the assets.

to the electric grid, including conductors, trenching, and panels needed, and soft costs such as project management and site scoping and design. Customer-side make-ready infrastructure also includes any equipment supporting fire suppression and safety of the micromobility charging site. Customer-side make-ready infrastructure is developed, owned, and maintained by the charging Developer, Equipment Owner, or Site Host.

Fire suppression equipment is eligible as a customer-side cost under this Program. Equipment associated with the charger itself, such as the e-bike docking station, mounting hardware, co-located distributed generation, energy storage material, and future proofing⁵ are ineligible for incentives.

In the case of a shared-use site, where there is the potential for eligible make-ready infrastructure to support more than one type of charging (e.g., both micromobility devices and electric vehicles), Participants may stack incentives from another program (e.g., [PowerReady Light Duty Electric Vehicle Program](#)) if permitted by program rules, but will not receive total incentives covering more than 100% of eligible make-ready costs.

Eligibility Criteria and Incentives

A project must satisfy the following criteria to be considered for an incentive through the Micromobility Program:

1. **Approved application:** Prospective Participants must apply for the Micromobility Program. The application can be found on the Program Websites. The Companies will review, evaluate, and provide eligibility letters.
2. **Station installation commencement:** Construction or installation of the micromobility charging site must commence on or after November 16, 2023. Stations that started construction prior to November 16, 2023 do not qualify.
3. **Site location:** The micromobility charging site must be publicly accessible and located in a Disadvantaged Community; *OR* be privately accessible and located in or adjacent to a multi-unit dwelling meeting premise-specific criteria: at least 25% of units have a calculated household income no more than 80% of the greater of the Area or State Median Income. Premise-specific eligibility can be demonstrated via qualifying housing contracts with a local, state, or federal agency or via rent roll.

The Companies will provide incentives to Participants covering:

- *Up to* 100% of utility-side make-ready infrastructure
- *Up to* 50% of customer-side make-ready infrastructure

Con Edison will have full discretion in accepting applications and deciding final incentives based on the specific characteristics of the project. Con Edison may use mechanisms such as incentive caps and cost comparisons to minimize overall make-ready costs and optimize the program budget. Con

⁵ Future proofing is installing additional or oversized infrastructure to accommodate future expansions of charging infrastructure.

Edison also reserves the right to limit the amount of incentives given to a single Participant or charging solution type. Con Edison will assess and adjust limits to incentives as necessary.

Application and Enrollment

Participants in Con Edison's service area interested in applying for the Micromobility Program may access the application form and supporting information at Con Edison's website:

www.coned.com/micromobility.

Con Edison will use a Salesforce-based web portal and Energy Services Project Center platform to manage and track Program applications. Participants will apply for Program eligibility using the Salesforce-based portal, found on the Program website, and Project Center, found at www.coned.com/es, to submit service requests.

The Program application will request the below information needed for the Company to process and evaluate the application:

- Applicant's name and contact information
- Description of the project, including the type of charging technology, number of charging resources and micromobility devices supported, charging output and charging plug type, accessibility, location, proof of eligibility (for those not located in a Disadvantaged Community), demand management software and hardware (if applicable), and any co-location with other technologies (e.g., distributed energy resources or other electric vehicle charging).

Con Edison will continue to make enhancements to the Program application and management systems as necessary.

Operational Requirements

The Micromobility Program requires that all sites meet a specific minimum set of performance standards, which will be tracked and reported by the Participant as part of the overall reporting requirements outlined in Section 6 below. These operational standards are as follows:

- Plugs must be operational 95 percent of the time (annually);
- Charging stations at site must be operational 99 percent of the time (annually), with a minimum of 50 percent of the plugs considered to be "up" at all times;

All charging stations in the Micromobility Program must operate for a minimum of five years. Ownership of charging stations may change or stations may be upgraded during the five-year term, as long as the number of plugs and the capacity of the station does not decrease, and the site continues to meet all performance and reporting obligations of the Program.

Reporting Requirements

Participants agree to provide the utility with the necessary data regarding the installation and use of the charging equipment to facilitate tracking of the Program's overall operation and effectiveness on a quarterly basis. This data includes:

- Plug and charging session data, including:
 - the number of sessions monthly;
 - aggregated percent utilization per site; and
 - plug outage information. Plug outage information is to include the number and duration of outages and is to be differentiated by excluded outages and unexpected outages.

Program Support

For questions about the eligibility/application process, or the ongoing requirements for Program participation, please submit inquiries to the following email address: dl-micromobility@coned.com