

Make-Ready Program Technical Conference: EV Charging Data Reporting Standardization and Operational Compliance

Hosted by the Joint Utilities of New York in coordination with DPS Staff
Presentations by Invited Speakers

October 14, 2026

CASE 18-E-0138 - Order Establishing Electric Vehicle Infrastructure Make-Ready Program and Other Programs



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Agenda and Housekeeping

TOPIC	PRESENTER	TIME
Introduction	Lauren Kastner, JU Facilitator	1:00-1:05pm (5 min)
Onsite Verification	Grace Kirkpatrick, Con Edison	1:05-1:15pm (10 min)
Data Reporting & Recommendations for Future		
DPS Overview	Ari Kahn, NYS Department of Public Service	1:15-1:25pm (10 min)
National Insights to Inform Future Program Design & Evaluation	Elizabeth Turnbull, ATE	1:25-1:35pm (10 min)
Insights From NSPs, Participants, and Installers	Cedric Tai, SWITCH	1:35-2:05pm (30 min)
	Ben Watson, NYPA	
	Mike Prinzi, PPR	
Section Q&A	All speakers	2:05pm-2:15pm (10 min)
Potential Role of Open Charge Point Interface (OCPI)		
Overview of OCPI	Michel Bayings, EVRoaming Foundation	2:15-2:25pm (10 min)
Impact of OCPI	Ayush Garg, AmpUp	2:25-2:35pm (10 min)
Section Q&A	All speakers and audience members	2:35-2:50pm (15 min)
Audience Questions or Comments		2:50-3:00pm (10 min)

Reminders

- All attendees will remain muted
- Use Q&A function to ask questions of presenters
- This session is being recorded
- Presentation materials will be posted on DMM under CASE 18-E-0138
- Please email info@jointutilitiesofny.org for more information following this session



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Introduction

Presenter: Lauren Kastner



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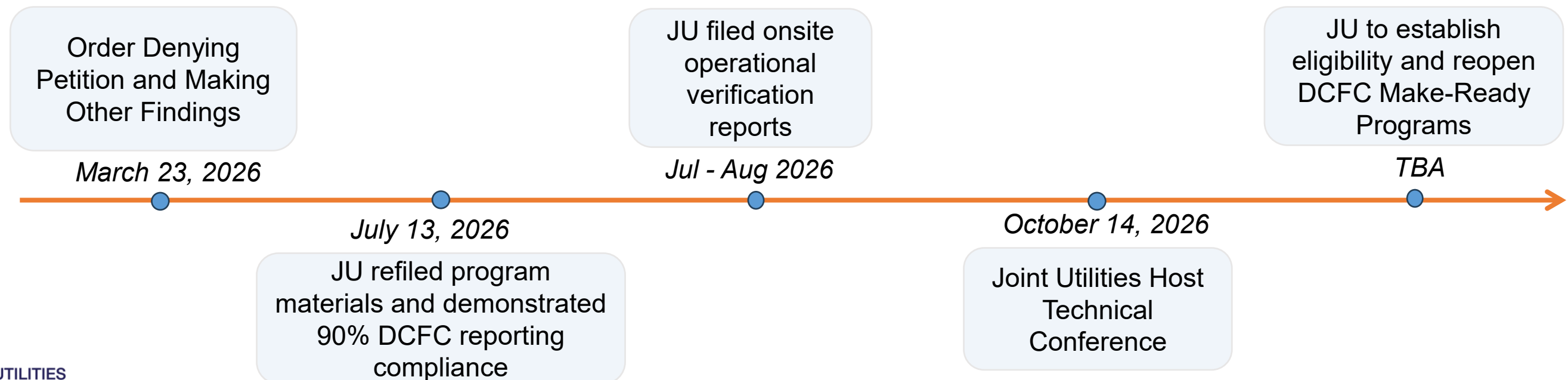
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Background and Next Steps

- **Commission Direction:** The Commission directed the Joint Utilities to close new applications for their Level 2 Make-Ready Programs, pause their DCFC Make-Ready Programs, implement operational site verification plans, update data compliance plans, and host a data reporting technical conference prior to reopening the DCFC Make-Ready Program.
- **Purpose of the Operational Verification Reports:** The reports describe consistent methodology used by each utility to visit L2 and DCFC sites to document compliance of operational requirements and potential corrective actions.
- **Role of the Technical Conference:** This technical conference provides a forum for experts and stakeholders to share perspectives on current Make-Ready Program data reporting requirements and to inform future program design.
- **Next Steps:** Joint Utilities request written stakeholder comments via DMM (Case 18-E-0138) in addition to comments shared during technical conference. Comments are requested by **November 16**.



Technical Conference Objectives & Stakeholder Comments

Report on operational verification of Make-Ready Program funded stations

- Share operational verification findings.
- Corrective Action Plan next steps.

Reflect on EV infrastructure data reporting requirements, best practices, and opportunities for standardization

- Prioritize State use cases for program evaluation to inform data collection.
- Understand resource requirements for ongoing data reporting from stakeholders.
- Identify opportunities for data standardization and feasibility of adopting new protocols.

Serve as a resource for Commission's Make-Ready Program review

- Improve efficient, consistent, sustainable reporting while maintaining data quality and oversight.
- Offer national insights for utility program governance.
- Provide recommendations for future program design.

Joint Utilities' Update on Onsite Operational Verification Visits

Presenter: Grace Kirkpatrick, Con Edison



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Background on the Onsite Verification Effort

March 2026 Order

- “Within 90 days of the issuance of this Order, each of the Joint Utilities shall conduct an **onsite operational verification of a representative sample of its oldest installed Make-Ready-funded charging ports** (including both L2 and DCFC, as applicable) to confirm that the stations are present, energized, and available for use. Before conducting such verification, the Joint Utilities shall develop the sampling approach in consultation with DPS staff.”
- “... each utility shall file with the Secretary a report describing: (i) the sampling approach, (ii) the number and vintage of ports checked, (iii) the results (operational/not operational), and (iv) potential corrective actions and timelines for any non-operational ports.”
- “... the Joint Utilities, in consultation with DPS staff, shall convene a technical conference to address EV Infrastructure data standardization, compliance within the Make-Ready Program, and the **operational verification**.”

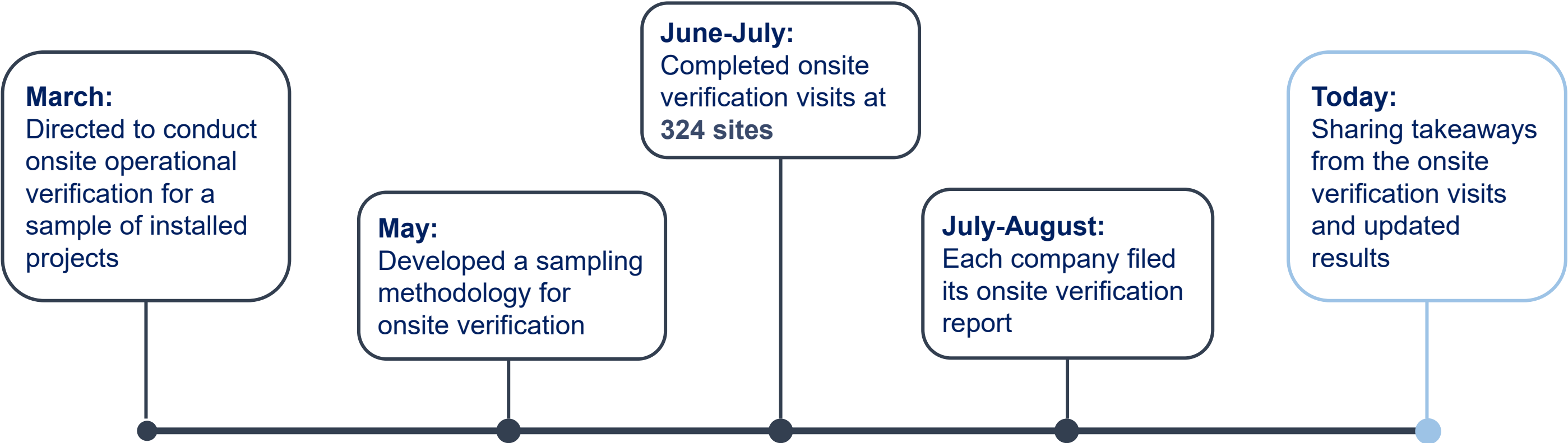


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Background on the Onsite Operational Verification Effort

Joint Utilities' Onsite Operational Verification Activities

(March – October 2026)



Types of Failures Identified During Onsite Operational Verification Visits

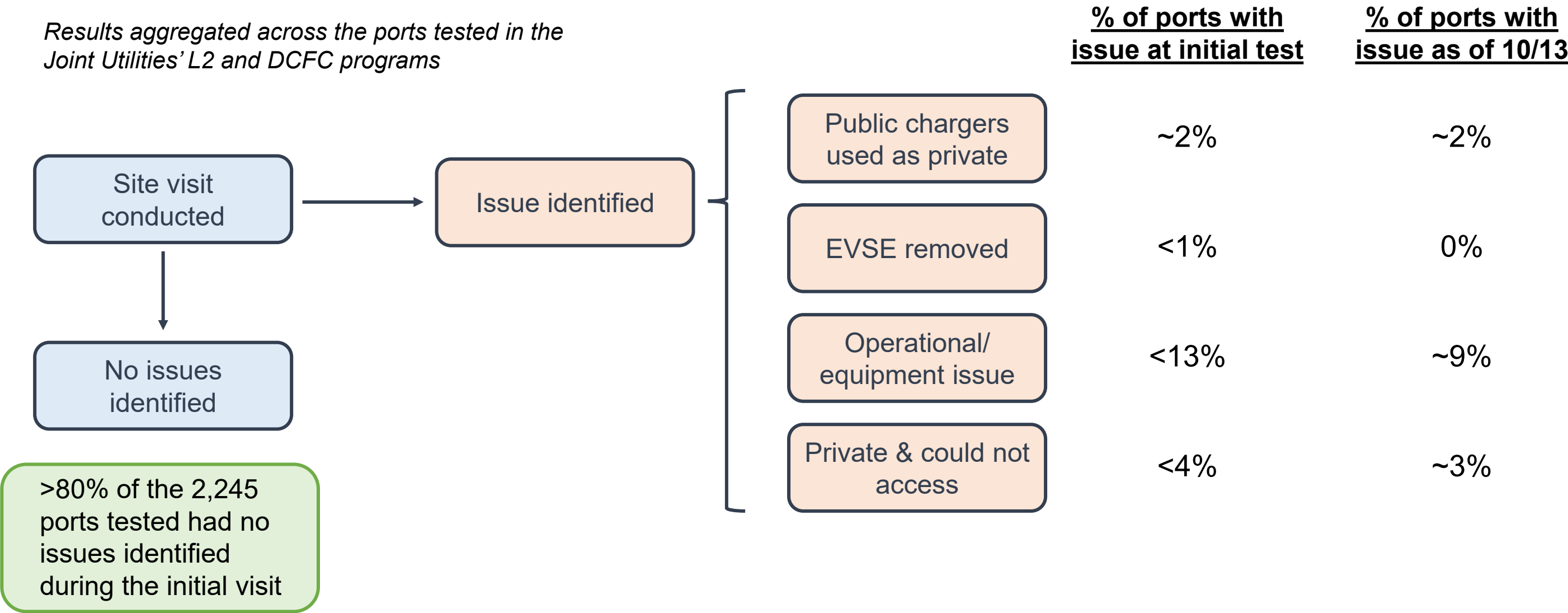
Through the onsite verification visits, the Joint Utilities identified 4 primary categories of failures:

Failure Category	Examples
Public Chargers Used as Private	<ul style="list-style-type: none">• Restricted access to chargers – e.g., physical and/or financial (payment) barriers, network access limits, etc.
EVSE Removed	<ul style="list-style-type: none">• Temporary removal for renovations• Emergency removal – e.g., fire, vehicle accident• Permanent removal
Operational Issues/ Equipment Malfunction	<ul style="list-style-type: none">• Visible damage – e.g., cracked screen, bent pins, etc.• No internet connectivity• Software or hardware failure (not always possible to distinguish between hardware or software)
Private Sites Where Access Denied/ Appointment Not Kept	<ul style="list-style-type: none">• Participant/ site host not responsive• Denied access to test• No-show at appointment



Onsite Verification Visit Results

Results aggregated across the ports tested in the
Joint Utilities' L2 and DCFC programs



L2 Port Results by Company (as of 10/13/2026)

Utility name	Total Ports Tested	Ports with no issue(s) in initial test	Ports with resolved issue(s) ¹	Public Chargers Used as Private ²	EVSE Removed	Hardware or Software Operational Issues	Private Sites Where Access Denied	Total Ports in Corrective Action
				In corrective action	In corrective action	In corrective action	In corrective action	
Central Hudson	292	222	12	0	0	58	0	58
Con Edison	715	563	61	0	0	41	50	91
National Grid	295	229	0	34	0	32	0	66
NYSEG	219	188	4	3	0	17	7	27
Orange & Rockland	285	254	25	0	0	6	0	6
RGE	252	218	0	2	0	28	4	34
Total Ports	2,058	1,674	102	39	0	182	61	282

Notes: (1) Reflects only those ports where resolution has been verified by the Utility. Corrective action columns may include ports waiting to be re-inspected.
 (2) Public Access failures that had other operation failures will not be double counted in this table, but all operation issues will be addressed with the customer.



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DCFC Port Results by Company (as of 10/13/2026)

Utility name	Total Ports Tested	Ports with no issue(s) in initial test	Ports with resolved issue(s) ¹	Public Chargers Used as Private ²	EVSE Removed	Hardware or Software Operational Issues	Private Sites Where Access Denied	Total Ports in Corrective Action
				In corrective action	In corrective action	In corrective action	In corrective action	
Central Hudson	31	27	1	0	0	3	0	3
Con Edison	34	34	0	0	0	0	0	0
National Grid	31	28	1	0	0	2	0	2
NYSEG	61	45	0	3	0	11	2	16
Orange & Rockland	4	2	2	0	0	0	0	0
RGE	26	20	0	0	0	5	1	6
Total Ports	187	156	4	3	0	21	3	27

Notes: (1) Reflects only those ports where resolution has been verified by the Utility. Corrective action columns may include ports waiting to be re-inspected.
 (2) Public Access failures that had other operation failures will not be double counted in this table, but all operation issues will be addressed with the customer.



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Joint Utilities' Corrective Action Plan

- The Joint Utilities will file a corrective action plan in the coming weeks
- This plan will include details on:
 - Timeline for required participant responses to identified issues
 - Reinspection requirements following resolution
 - Other ongoing expectations

Data Reporting & Recommendations for Future



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DPS Overview

Speaker: Ari Kahn



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National Insights to Inform Future Program Design & Evaluation

Presenter: Elizabeth Turnbull



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**Alliance for
Transportation
Electrification**

Steering EV Policy in the States

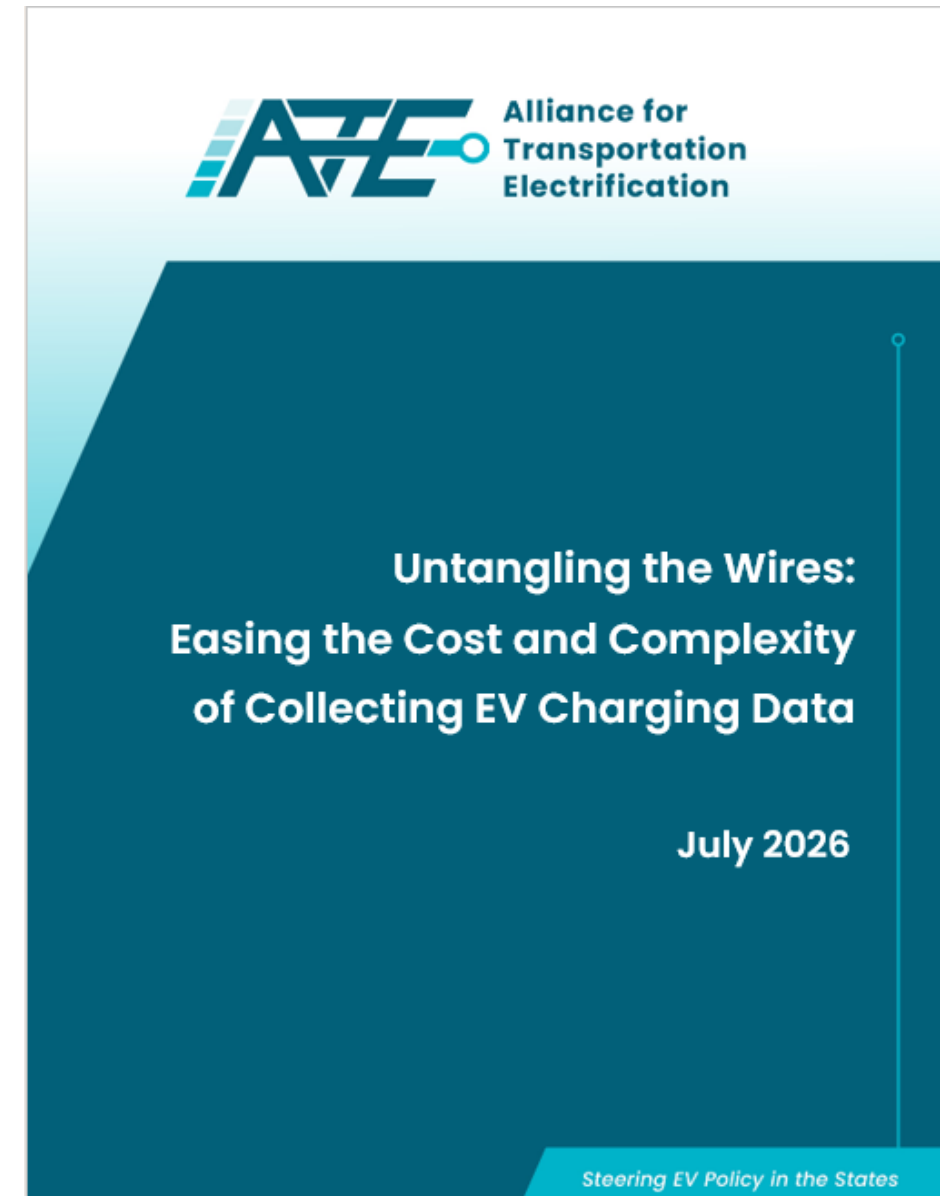
National Insights to Inform Future Program Design & Evaluation

New York EV Make-Ready Program Technical Conference

October 14, 2026

ABOUT ATE

ATE is a 501(c)6 trade association of over 50 member companies: utilities, automakers, charging hardware and software vendors, and others in the EV ecosystem.



DATA COLLECTION COHORT

TIMEFRAME	April-July 2026
PARTICIPANTS	11 utilities 3 network service providers (NSPs) 2 implementation contractors
SCOPE	Collection of data from non-utility-owned commercial EVSE that were installed as part of a utility program
FORMAT	3 facilitated discussions with utilities 1:1 interviews of NSPs and contractors



DATA TYPOLOGY

DATA TYPE	WHO PROVIDES	EXAMPLE DATA FIELDS	EXAMPLE METRICS
Site and EVSE Characteristics	Commercial Customer or Site Developer	Site Address EVSE ID EVSE Owner EVSP Installation Date Program Enrollment(s) Site Type (e.g., fleet, public, multifamily)	Count of EVSE Enrolled in Program Count of EVSE in Priority Communities* Count of EVSE by Site Type Count of EVSE by Network Provider EVSE Installed by Date
Advanced Metering Infrastructure (AMI)	Utility	Site kWh Dispensed Site Max kW Site-Level Interval Data	Load Curves by Site Type Feeder-Level Loading
Charging Session	NSP	Plug-In Time Charging Start Time Charging End Time Plug-Out Time Session kWh Session Max kW Payment Method Error Codes	EVSE Utilization Average Session Duration by Site Type Average Idle Time by Site Type
Uptime	NSP	Uptime Reporting Start Uptime Reporting End Total Outage Time Uptime Percentage Event-Level Outage Type	Uptime Percentage by EVSE Uptime Percentage by Network Provider Uptime Percentage by Site Type

* These communities may go by different names in different jurisdictions—e.g., disadvantaged, equity, underserved, low-income, etc. They are typically identified by geographic area, so this metric can commonly be extrapolated from the site address.

PROGRAM DESIGN INFLUENCES DATA ACCESS



An **application portal** can collect **site and EVSE characteristics** as customers enroll



Separate metering enables the utility to collect **AMI data** from sites



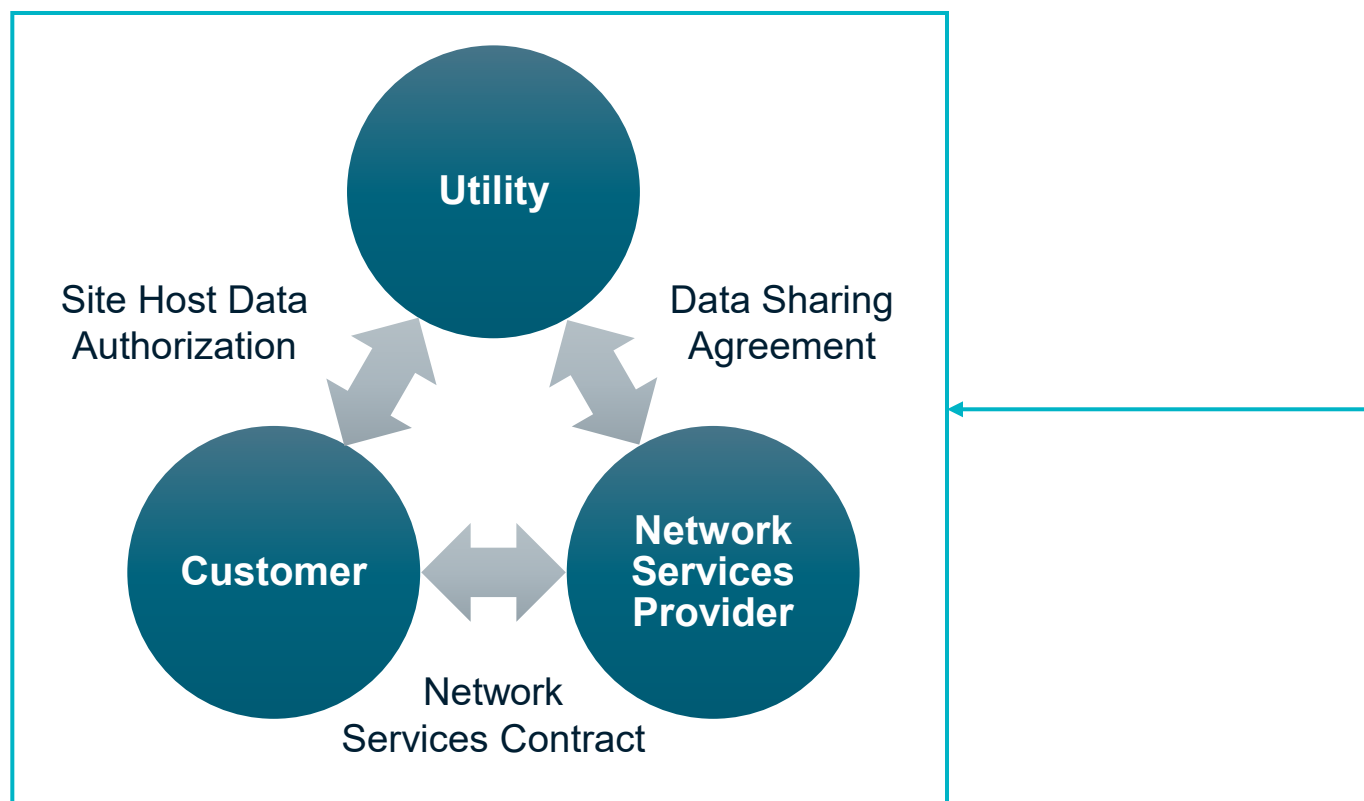
Networked EVSE can record **charging session and uptime data**



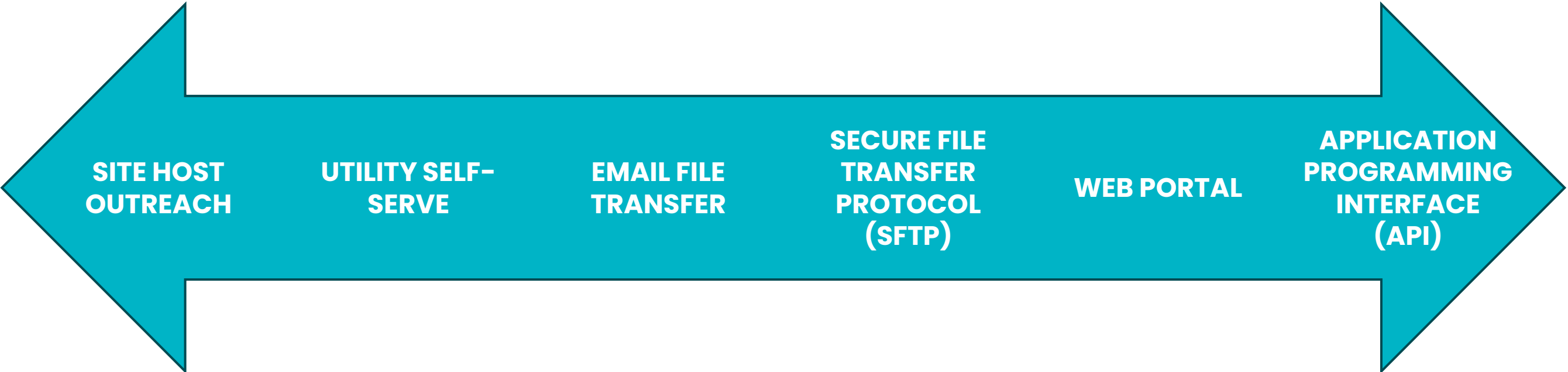
A **qualified product list** is an enforcement mechanism for collecting **charging session and uptime data**



Contracts establish the utility's right to collect **charging session and uptime data**



DATA TRANSFER APPROACHES



MANUAL APPROACHES:

↓ Less Initial Effort ↑ More Ongoing Effort

AUTOMATED APPROACHES:

↑ More Initial Effort ↓ Less Ongoing Effort

CHALLENGES

AMBIGUITY

- Purpose of data collection
- Value of data
- Use of data to draw program conclusions

COMPLEXITY

- Policies and contracts
- Secure operational processes
- Data collation and analysis
- Impact of site-level changes

RESOURCES

- Utility staff time
- NSP staff time
- Software and training
- Cross-functional team coordination
- Data storage and retention

CUSTOMER EXPERIENCE

- Reporting burden

“We shouldn’t assume that all data is useful and we need it all, at any cost.”
- Utility Cohort Participant

BEST PRACTICES

**ALIGN ON
PURPOSE**

**DESIGN
STRONG
PROGRAMS**

**BUDGET FOR
SUCCESS**

**LEVERAGE
EXISTING
FRAMEWORKS**

**ESTABLISH
PROCESSES
EARLY**

Insights from NSPs, Program Participants, and Installers

Presenter: Cedric Tai, SWITCH



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Joint Utilities' NY EV Make-Ready Program Technical Conference

October 14, 2026

Cedric Tai
Director, Strategic Initiatives



Who SWITCH is and how we serve New York

Charging infrastructure built for utility programs and the people who use them

900/1,300

Total chargers in Make-Ready Program out of all the chargers across New York

30,000+

chargers deployed across North America

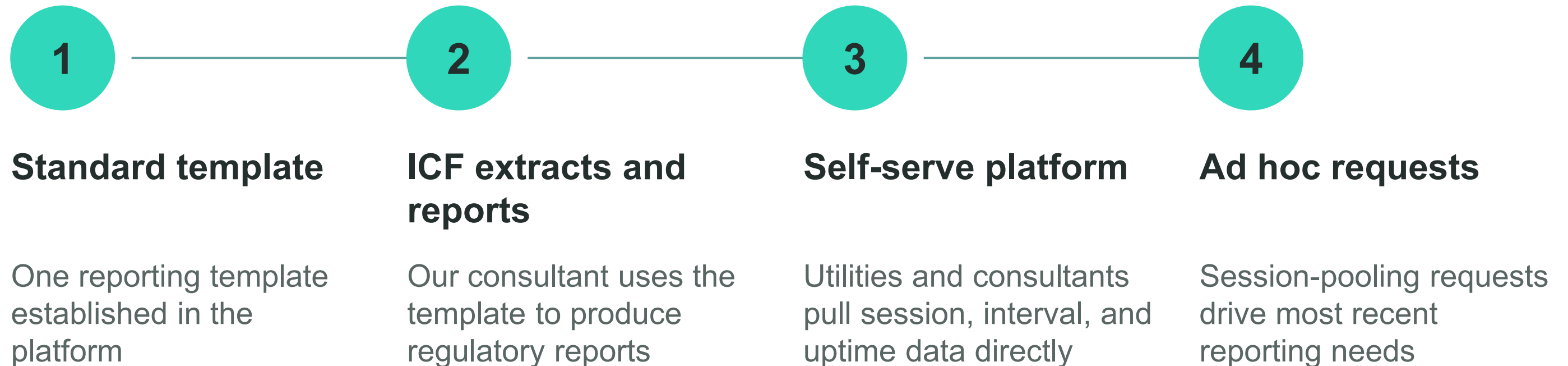
240+

multifamily and commercial sites

Thank you to the Make-Ready program. The funding drove the build-out and gave renters and homeowners confidence that charging is available where they live.

How we meet program requirements today

One standardized template, used across programs and states





1 | Process & Program Reflections

Closing the site address and enrollment gap

Grantees are often not NSPs, so we learn about program sites late

The gap today

- Make-Ready applicants are often developers and site sellers, not NSPs
- Application addresses can differ from the addresses we commission
- We ship, install, and commission, so program sites surface late

Our proposal

- Share the committed site list up front; ie. Applicants name NSP, Program Administrators sync with NSP in application phase.
- Flag program sites at commissioning and energizing
- Route data to the right reporting channel right away

Driver experience shows up in the data

Some zero and failed sessions come from the driver experience, not reliability

Session zeros

RFID or app confusion, timeouts before a session starts, and unplug-and-replug cycles produce failed or zero-kWh records

Unknown incidents

Vandalism, accidents, and cellular or Wi-Fi outages are hard to attribute in the data

Shared responsibility

Drivers, Property Managers, field technicians/electricians, and network providers each affect how these outcomes show up

For regulators

Does this matter for compliance? Can the dataset show user-experience effects so they are not read as charger reliability?

Utilization vs Uptime

what should the data show? Zero use can mean low demand, not broken chargers

Utilization Rate ^

Utilization Rate is calculated based on the time the charger is connected to a vehicle, regardless of whether the vehicle is actively charging or not (i.e. Charger OCPP Status Preparing, Charging, Finishing, SuspendedEV).

$$\text{Utilization} = \left(\frac{\text{Time in Use}}{\text{Total Time in Period}} \right) \times 100$$

Uptime Percentage ^

Uptime Percentage measures the time the charger is operational—either online, available for use, or actively charging a vehicle. This percentage excludes downtime caused by factors beyond SWITCH's control, such as vandalism, city-wide outages, or natural disasters.

$$\text{Uptime} = \left(\frac{\text{Total Time in Period} - (\text{Outage Time} - \text{Excluded Time})}{\text{Total Time in Period}} \right) \times 100$$

What we want to align on

- What insights should the data tell - reliability/availability/demand
- Context fields, such as capacity versus use and reasons for session failure
- Which context fields would help utilities and regulators most

Recommendations for future Make-Ready Program

Lessons learned

- 1 Align applicant sites with NSP prior to commissioning
- 2 Agree on the intent of the data before the template is set
- 3 Add context fields: site capacity, incident categories
- 4 Use one standard incident taxonomy across programs
- 5 Alignment on standardized reporting process and schedules



Thank You

CONTACT



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Director, Strategic Initiatives

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SWTCHENERGY.COM

Insights from NSPs, Program Participants, and Installers

Presenter: Ben Watson, NYPA



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Pictured: EVolve NY - White Plains

EVolve NY Overview

The Largest State Owned Public DCFC Charging Network in the Country

October 14, 2026

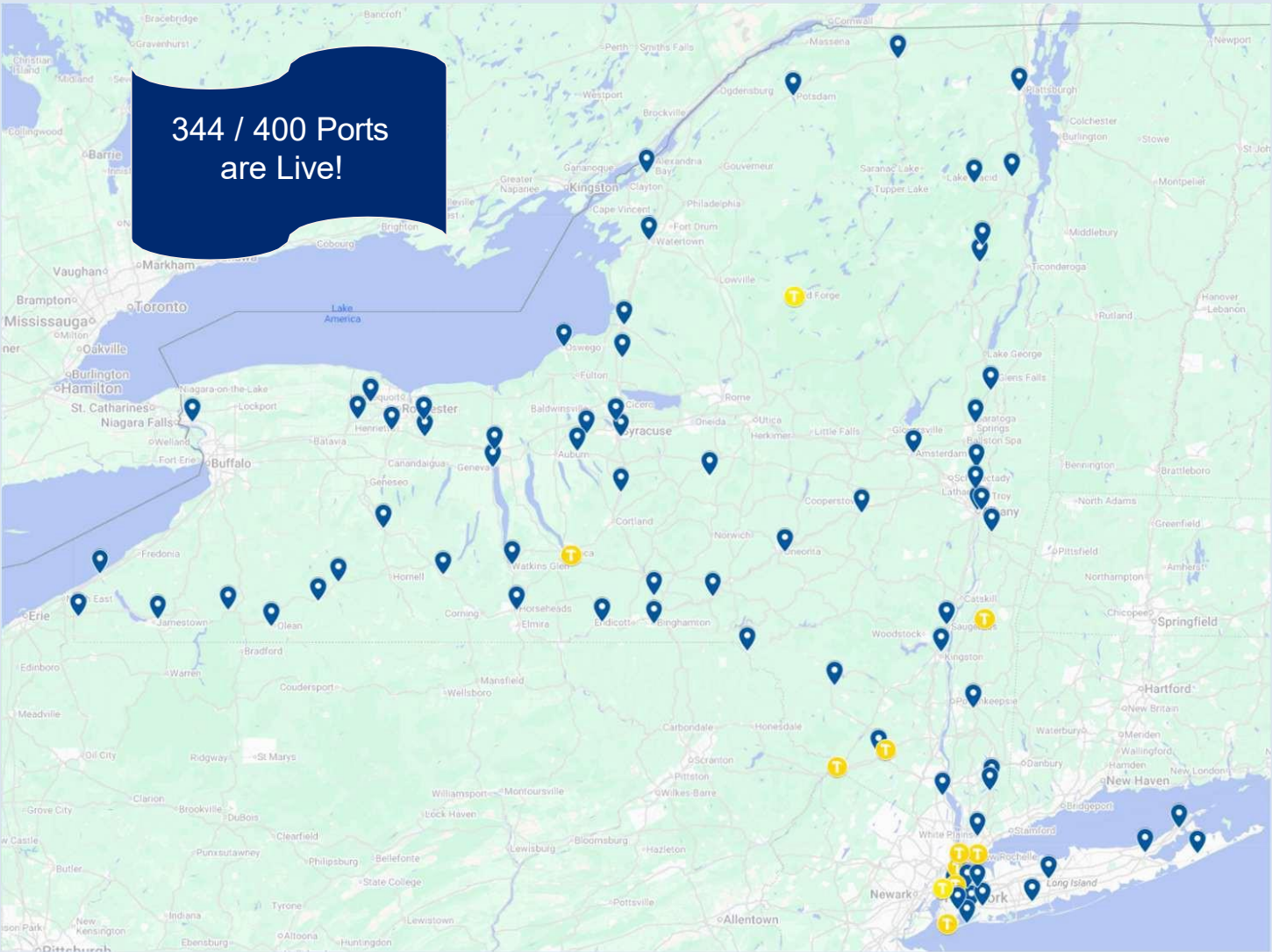


Where are EVOlve NY stations?

EVOlveNY Locations Overview

	Operational	75 , 2020-2026
	Planned	12+ , 2026-2027

*Each Location is typically 4 to 6 ports



Potentially considering 1-2 locations beyond 400 port goal depending on site circumstances and current pipeline challenges

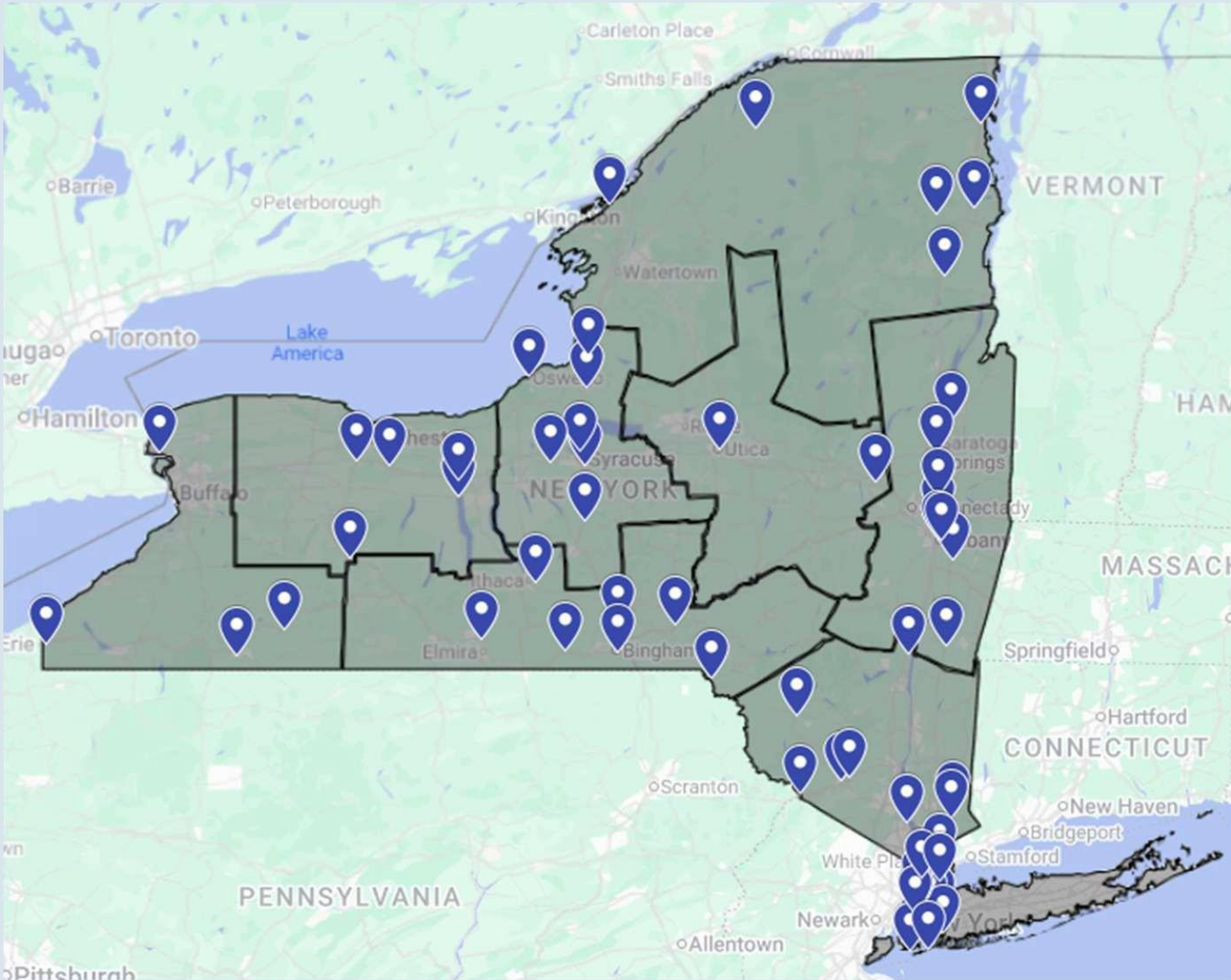
Where are live EVolve NY Make-Ready stations?

EVolveNY MakeReady Overview



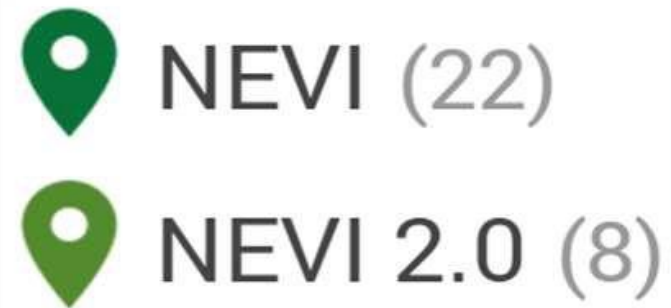
** Each Location is typically 4 to 6 ports

** Additional proposed stations are in pipeline, final program eligibility depends on site timeline and program timeline (permitting/construction/energization heavily impacts site go-live)

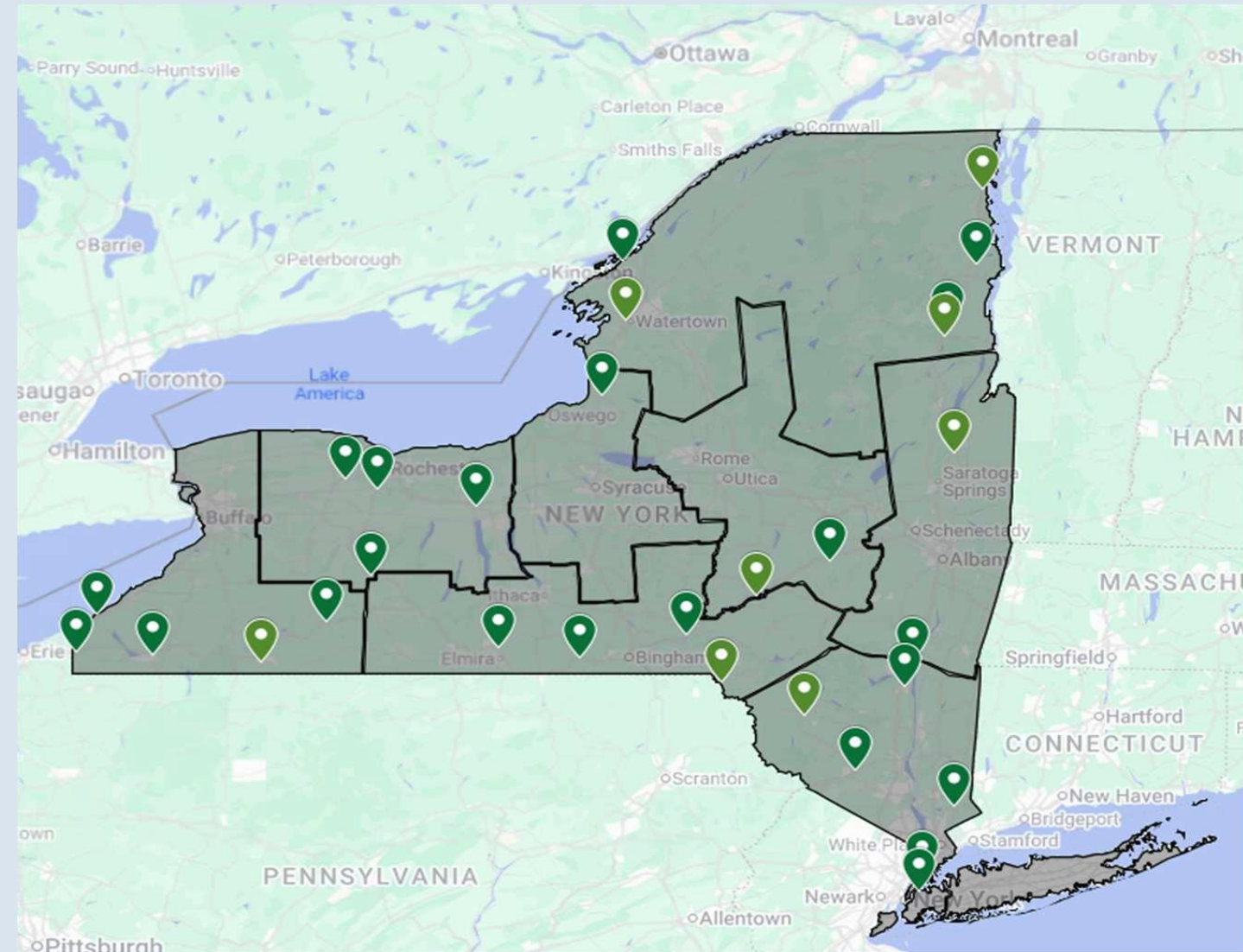


Where are EVolve NY NEVI stations?

EVolveNY NEVI Overview



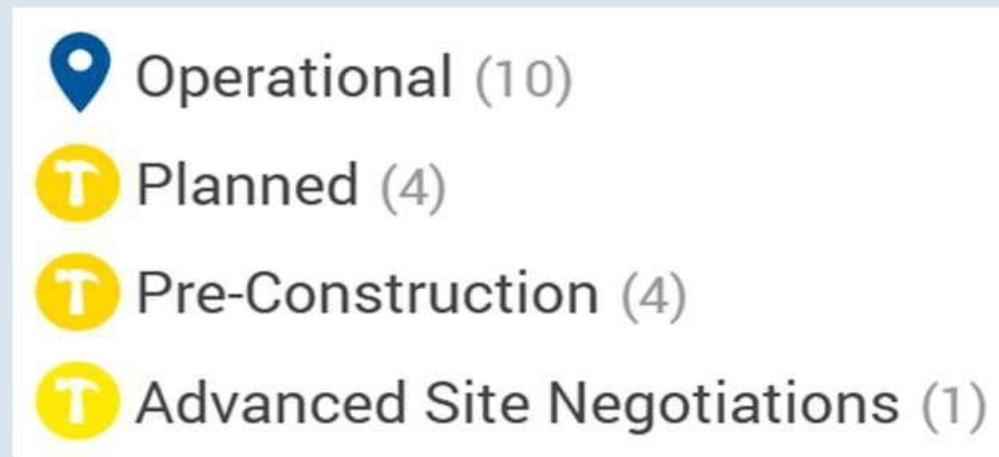
** Each Location is typically 4 to 6 ports



Where are EVolve NY Managed Charging stations?

Utilities - Con Edison & ORU

EVolveNY Managed Charging Overview

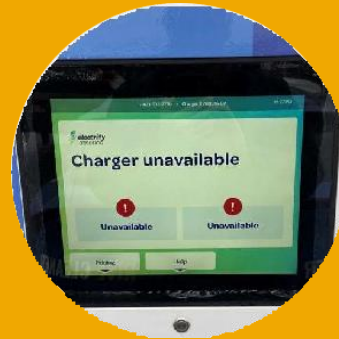


** Each Location is typically 4 to 6 ports



Ways data is used

Four categories of increasing operational difficulty



Obvious and Easy

Software Alert



Obvious and Hard

Customer Complaint or Visual Confirmation



Non-Obvious and “Easy”

Customer Complaint leading to Issue Confirmation



Non-Obvious and Hard

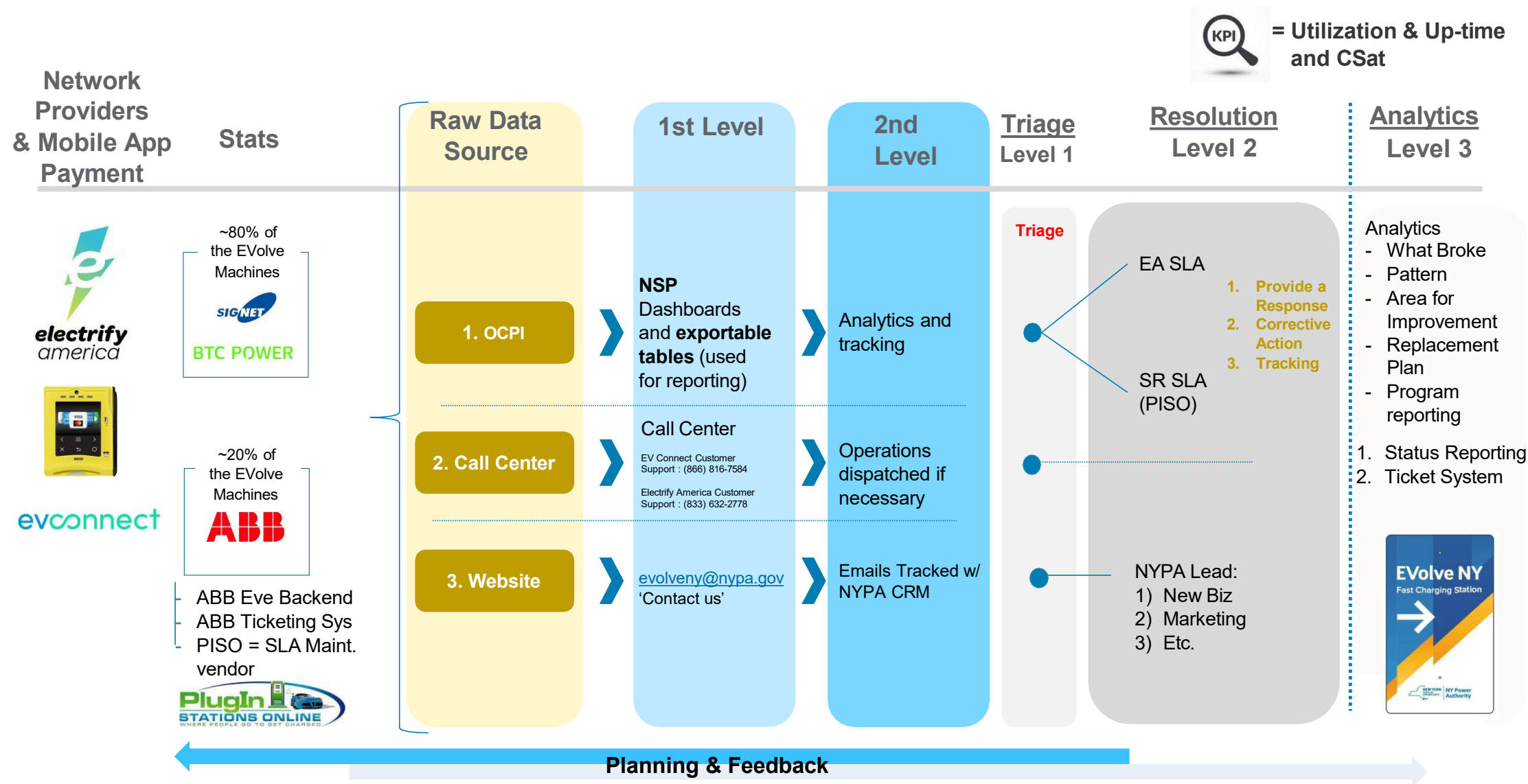
Utilization Data and Analytics

Data is also used for program reporting!



**NY Power
Authority**

Data Pipeline Journey



Data Discussion

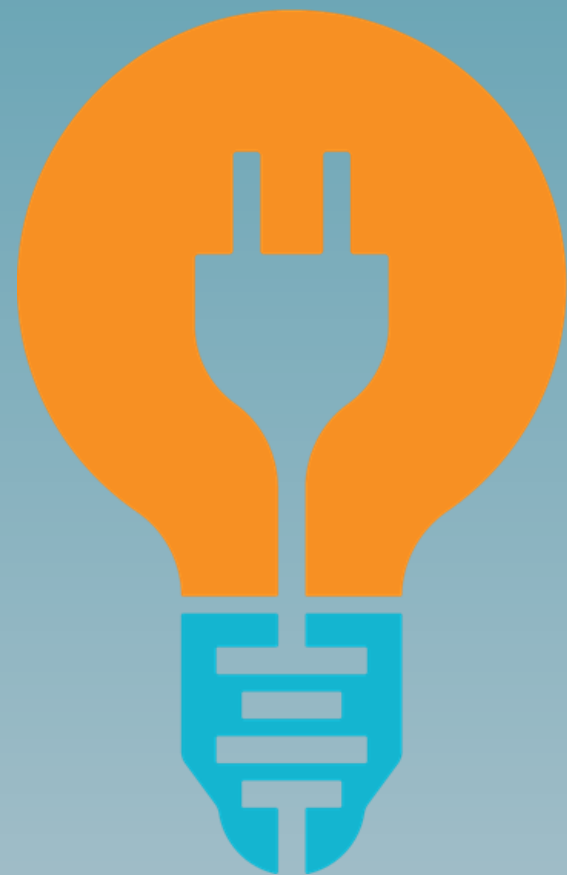
- JU Reporting Requirements – leveraging NSP dashboards
- Program Differences – MakeReady versus NEVI
- Data collection options and their limitations
 - Vampire load
 - Intermittent Connectivity, PINS, and issue troubleshooting
- Recommendations: Value of AMI from a network perspective (also analytics potential of AMI for charger performance across NSPs)

Insights from NSPs, Program Participants, and Installers

Presenter: Mike Prinzi, PPR



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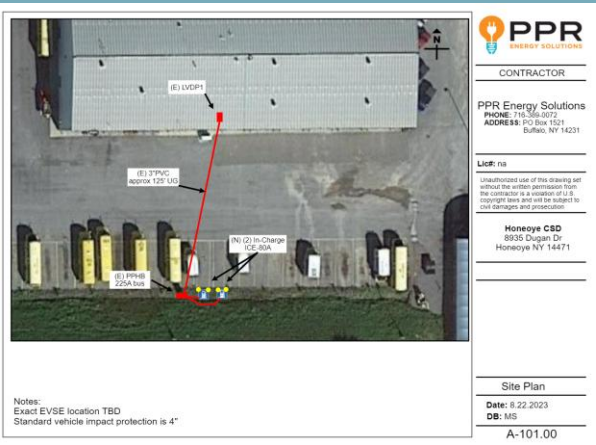
WNY's Specialist in EV Charging Stations!



NY Joint Utility EVMR Technical Conference
October 2026



Building the Future of Clean transportation



- -Implementation of the EVMR program for over 5 years.
- We are a licensed electrical contractor and self perform construction.
- In house Project Development.
- We leverage 35+ years of experience designing and installing electrification projects.

We Bring the Solution.

Site Development

- Design
- Permitting
- Incentive Processing

Self-Perform Construction

- Site Work
- Electrical Work

Post Installation

- Warranty Support
- Preventative Maintenance





WHAT WE DELIVER

PPR Energy Solutions offers two smart ways to bring EV charging to your site:

Option 1: Purchase & Profit

- ✓ You own and control the chargers
- ✓ You keep 100% of the charging revenue
- ✓ You invest in the equipment and installation
- ✓ Maximum long-term return on your property

Option 2: Pure Charge (by PPR Energy Solutions)

- ✓ Zero out of pocket costs
- ✓ Chargers owned & operated by Pure Charge
- ✓ Maintenance fully covered
- ✓ Charging Revenue shared with you
- ✓ Amenity driving traffic into retail location

Coffee Shop Amenities



Free
Wi-Fi



Coffee



Fresh
Pastries



Cozy
Seating



Outdoor
Patio



EV
Charging
Station



PPR ENERGY SOLUTIONS INC. INSIGHTS INTO DATA COLLECTION

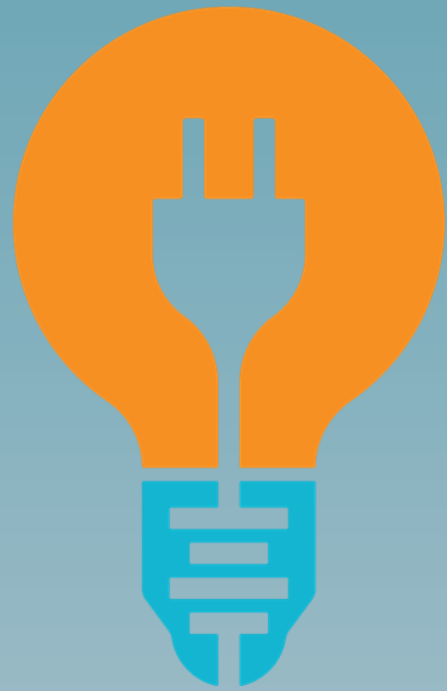
As an EV charging **installer**, we recommend network solutions based on the specific use case and operational needs of each customer.

- **Public Charging:** For public charging applications, **we generally recommend network services that support utilization**, the EVSE operator uses the network for payment processing, charger monitoring, and overall station management. In these applications, network connectivity provides meaningful operational value in addition to supporting required program data reporting.
- **Fleet Charging:** For fleet applications, our customers generally prioritize reliability and cost-effectiveness. Many fleet customers do not require payment processing or other public-facing network functionality. As a result, the primary need for ongoing network services is to maintain compliance with required program data reporting rather than a direct operational benefit to the customer. **We typically recommend the most cost-effective solution for the customer to reduce the operational expense that provides limited value.**



IMPACT AND RECOMMENDATION

- **Impact of Current Reporting Requirements:** Applying the same network-based data reporting requirements to fleet charging that are used for public charging can create an unnecessary ongoing cost burden for fleet customers. Unlike public charging operators, fleet customers generally do not have a mechanism to recover these recurring network costs through charging revenue or customer fees.
- We recommend that the Commission consider a more flexible approach to fleet charging data reporting, including lower-cost reporting alternatives or requirements tailored to the actual operational needs of fleet applications. This would maintain access to necessary program data while reducing recurring costs that may otherwise discourage fleet electrification.



PPR

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T E S L A

E N E R G Y

CERTIFIED INSTALLER

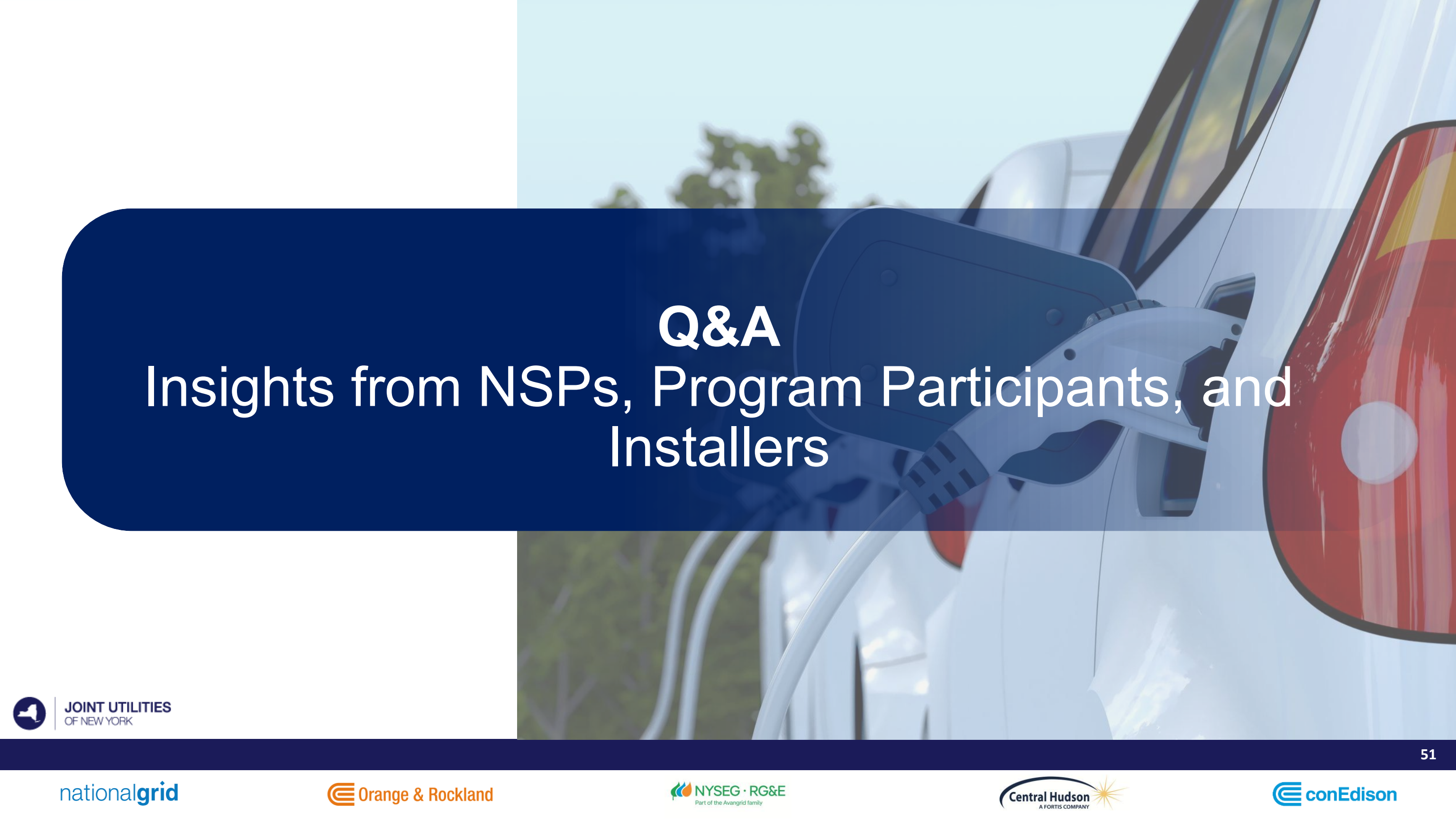
Michael Prinzi

Pure Performance Renewable Energy Solutions, Inc.

www.pprenergysolutions.com

info@pprenergysolutions.com

716-389-0072



Q&A

Insights from NSPs, Program Participants, and Installers



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Potential Role of Open Charge Point Interface (OCPI)



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Overview of OCPI

Presenter: Michel Bayings



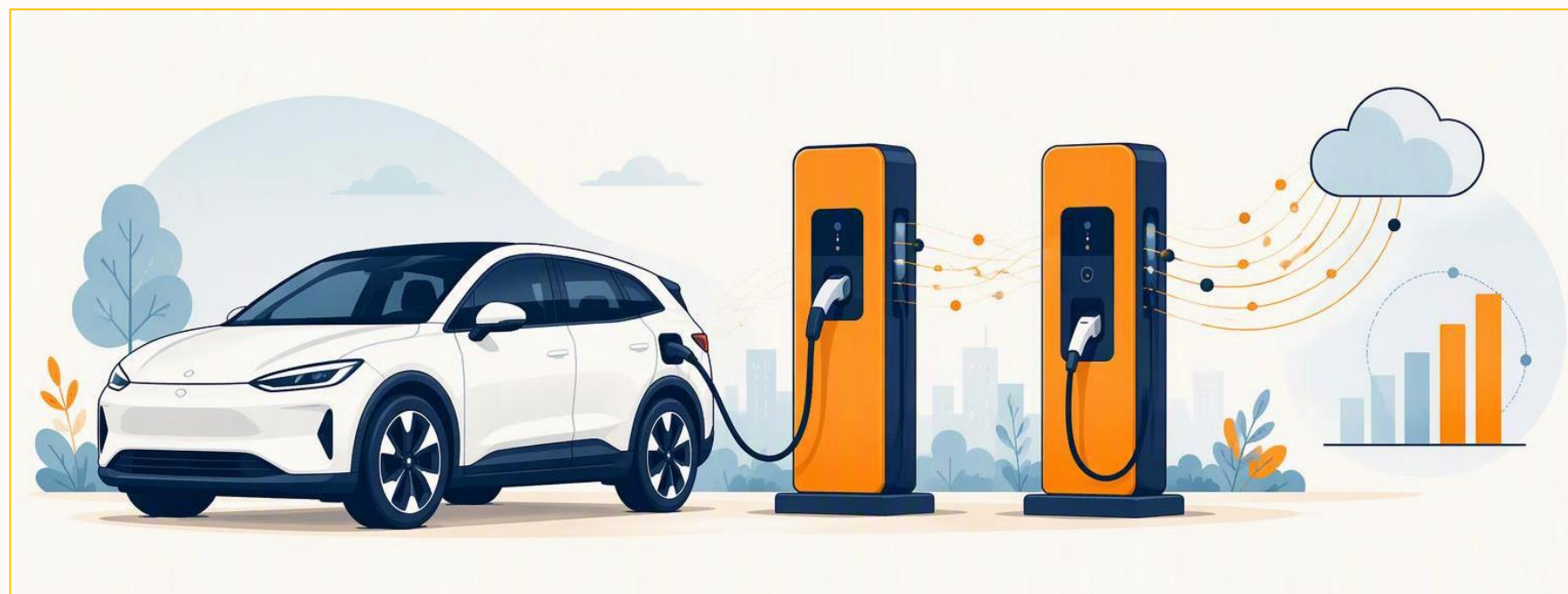
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New EV Make-Ready Program & OCPI

How OCPI can support required session data and uptime reporting

Michel Bayings | October 2026



Michel Bayings

Executive Director EVRoaming Foundation

- In the EV market since 2008
- Champions globally accessible charging infrastructure
- Works through his own firm, Emobility Consulting



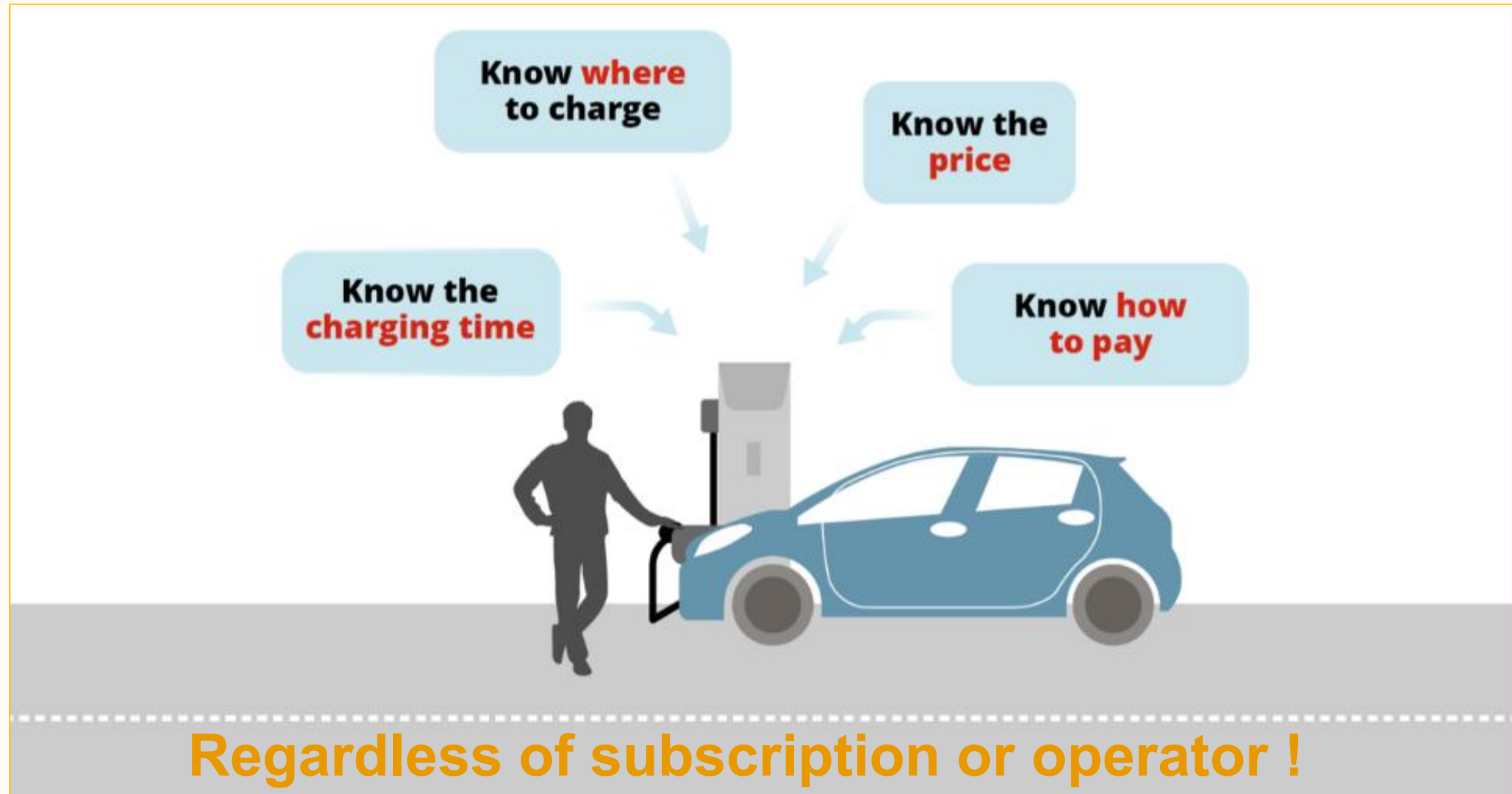
Agenda

1. EVRoaming Foundation & OCPI
2. Market protocols
3. OCPI & Reporting



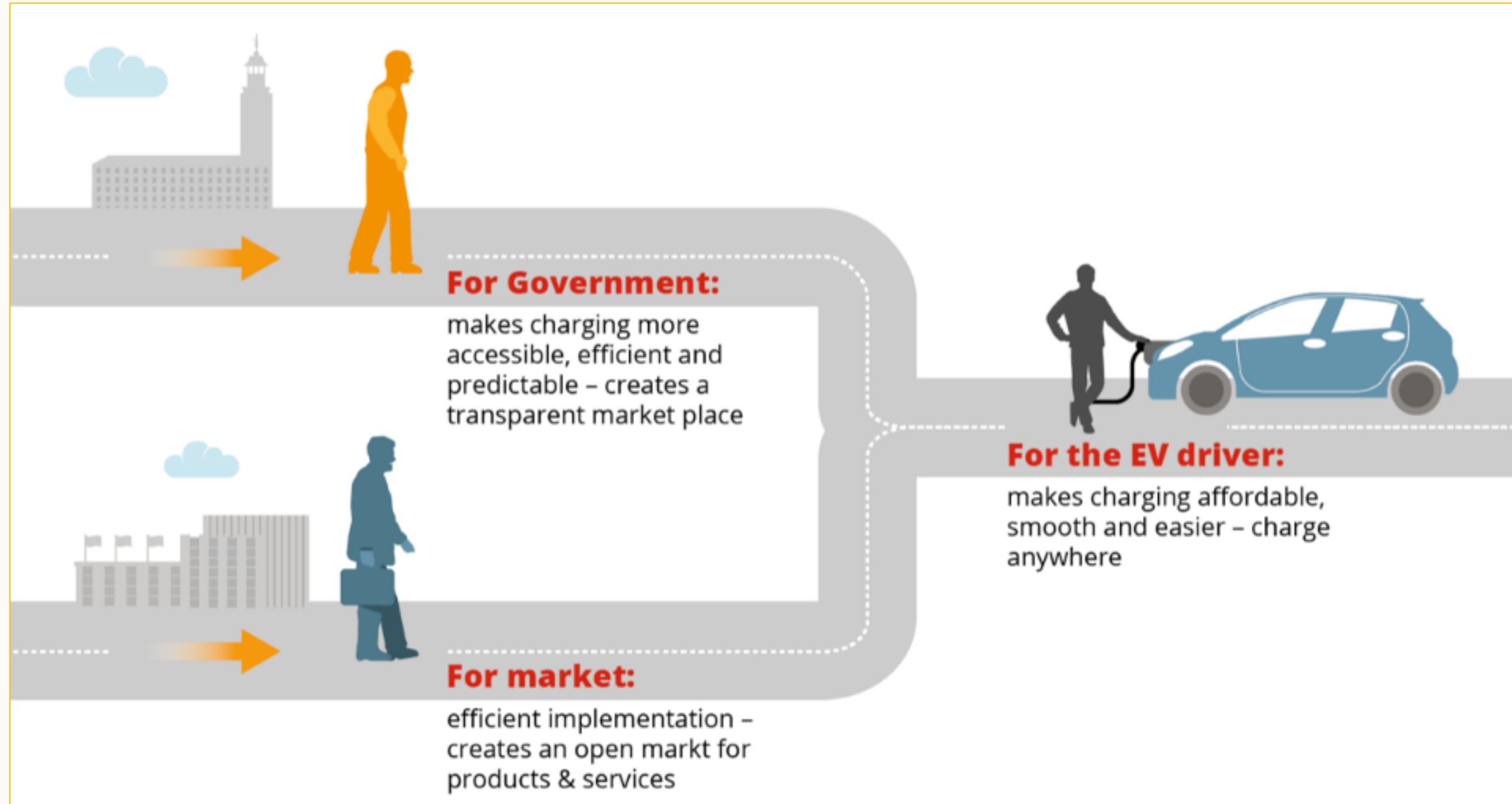


Accessibility for EV drivers





Supporting different stakeholder





EVRoaming Foundation activities

Support seamless accessibility of charging infrastructure

Government support (regulations)

Guidance papers with challenges

HDV market, Personal vehicle market,

Disabled persons access

OCPI development

OCPI test tools

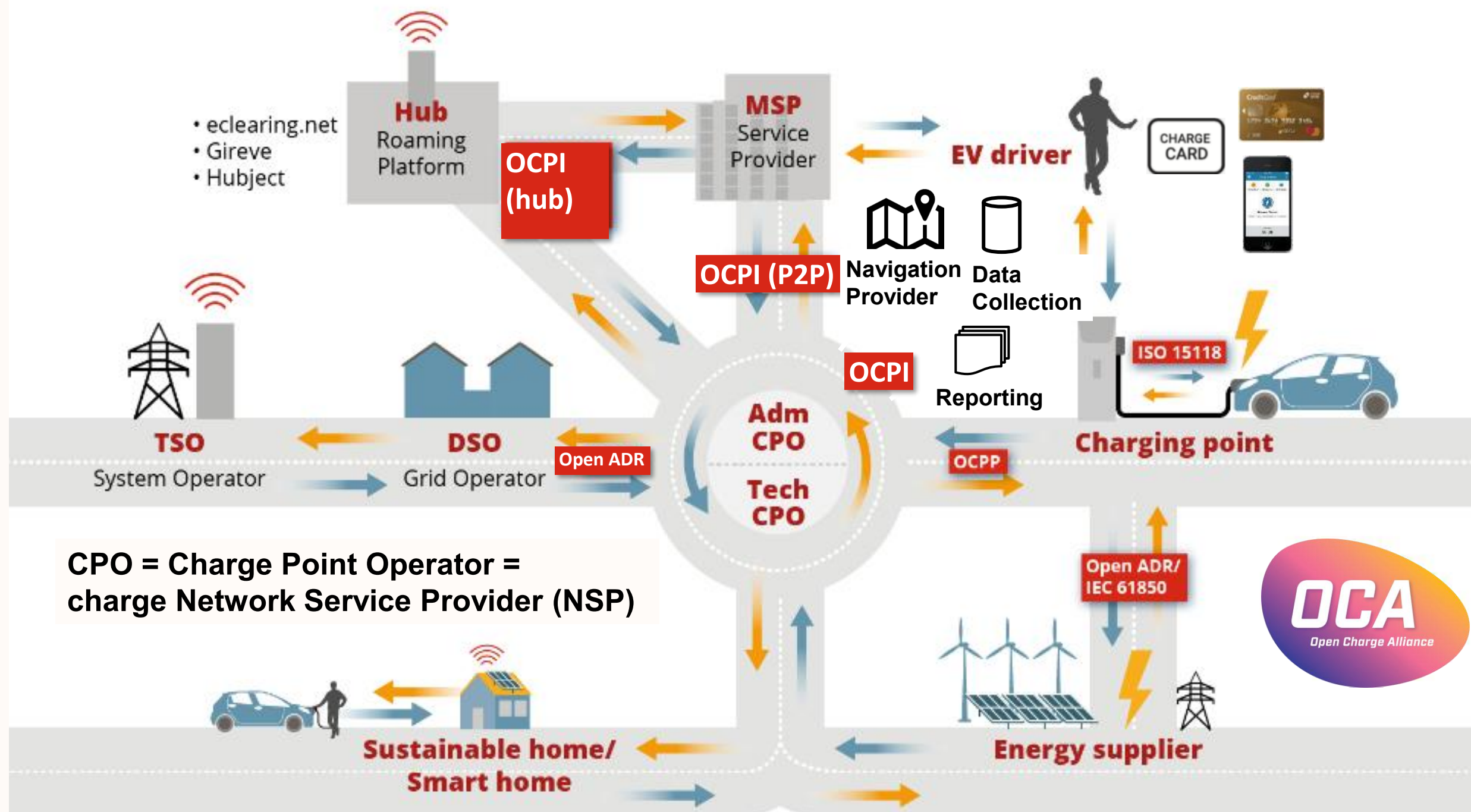
OCPI implementation support

Migration support

Standardization of OCPI

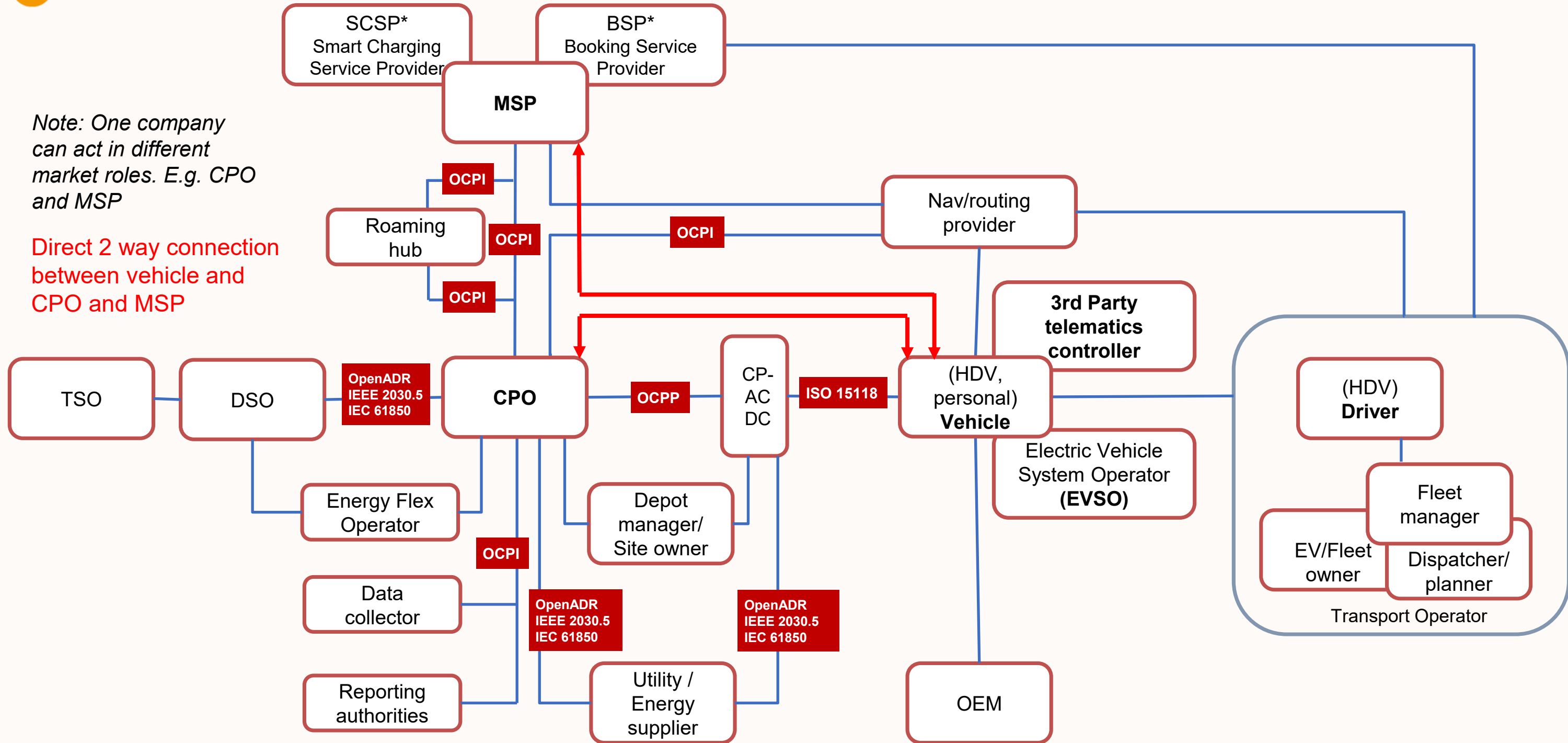


The EV market Protocols



Note: One company can act in different market roles. E.g. CPO and MSP

Direct 2 way connection between vehicle and CPO and MSP

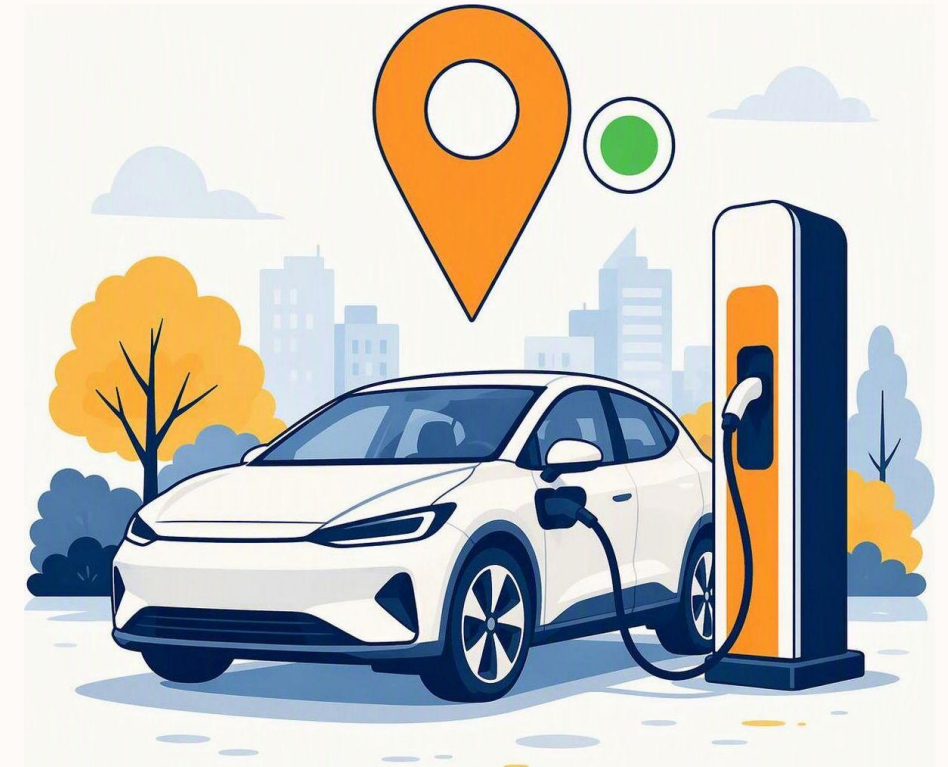


*=these roles can be at different places in the Eco-system and do not automatically be connected to the MSP



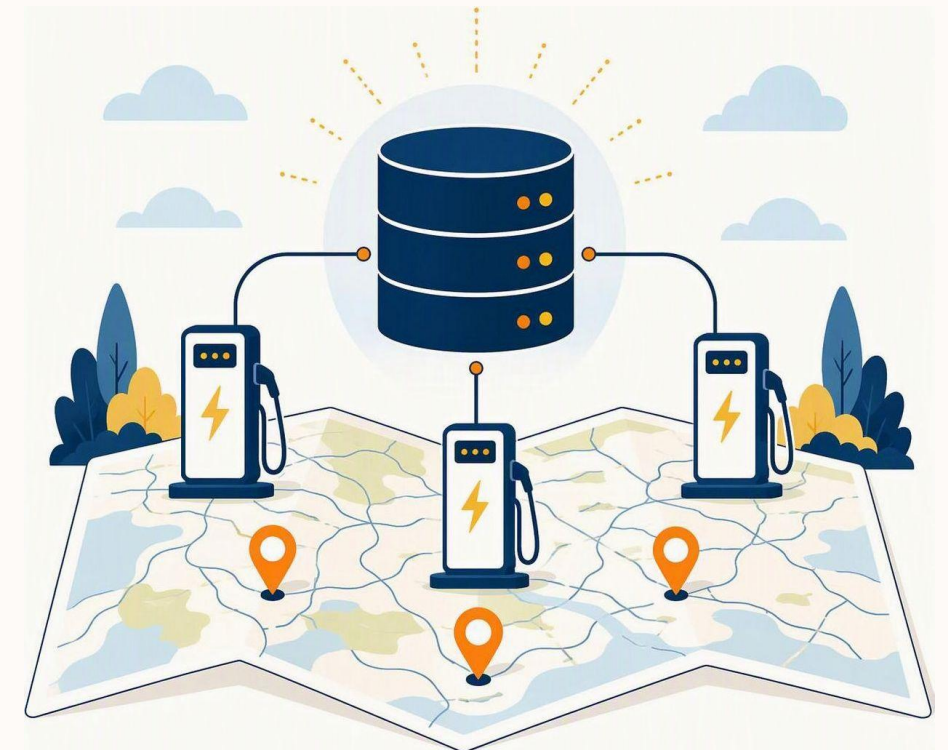
OCPI & Reporting

- OCPI = **charging station accessibility**
- OCPI shares **Charge Station information to support usability:**
 - **Location + facilities**
 - **Charge station info:** CPO, connectors, vehicle types, power, energy source, etc
 - **Availability** (real time): available, blocked, charging, inoperative, Out of Order, planned, removed, reserved, unknown - depending on correct updates from CPO...!
 - **Charge session information**



OCPI & Reporting

- **OCPI National Access Point (NAP) extension:**
<https://evroaming.org/ocpi-downloads/>
- NAP = EU National databases/registers with public Charge Station data for B2B usage (obligation).
- Extensie **usable outside EU**
- Location information + additional data and requirements (optional vs non optional)
- ***No additional data about uptime, utilization, etc.***



OCPI & Reporting

- **OCPI National Access Point (NAP) extension:**

Category	Data
General Information	Legal and commercial name, number of points, service support, helpdesk telephone, facilities
Geographic location	GNSS coordinates, additional location information, country, region (NUTS-1), city, postal code, address
Accessibility	Opening hours, time zone, compatible vehicle types, permitted vehicle specifications, parking spaces, accessible parking spaces
Payment options	Bank card reader, contactless, other ad-hoc means, accepted providers, contract-based payment
Charging-specific	Point ID including the IDRO operator code, connectors, connector type, current type, station and point maximum power, contract MSPs, plug & charge, smart charging, renewable electricity
Dynamic	Operational status, availability, ad-hoc price

OCPI & Reporting

- **OCPI data collection tool** (free & open source):
<https://evroaming.org/other-ocpi-tools/>
 - Enable CPOs to run easy, secure data exports from their OCPI interface
 - Advantage for data consumer: receive data in whatever custom format they ask from the CPO, and they don't have to do a full OCPI integration or other integration with the CPO.
 - Advantage for the CPO: don't have to add new interfaces to their core systems for new types of data exports; instead they can use the existing OCPI interface





OCPI & Reporting

- **OCPI operational reliability extension**
- = Report data about: communication status, uptime, maintenance, utilization, energy delivering data,, etc.
- *Does not exist!*
- Possible to **develop this together**:
 - App 6 additional Full members needed
 - And/or via sponsoring
- JOIN US: <https://evroaming.org/how-to-join/>
- Approximate time: 5,5 month Ucs, and 5.5 months OCPI spec development



We cannot do this alone, we need you!

For the market, by the market

- We need members who share their requirements
- We develop OCPI for you and with you.

Membership benefits:

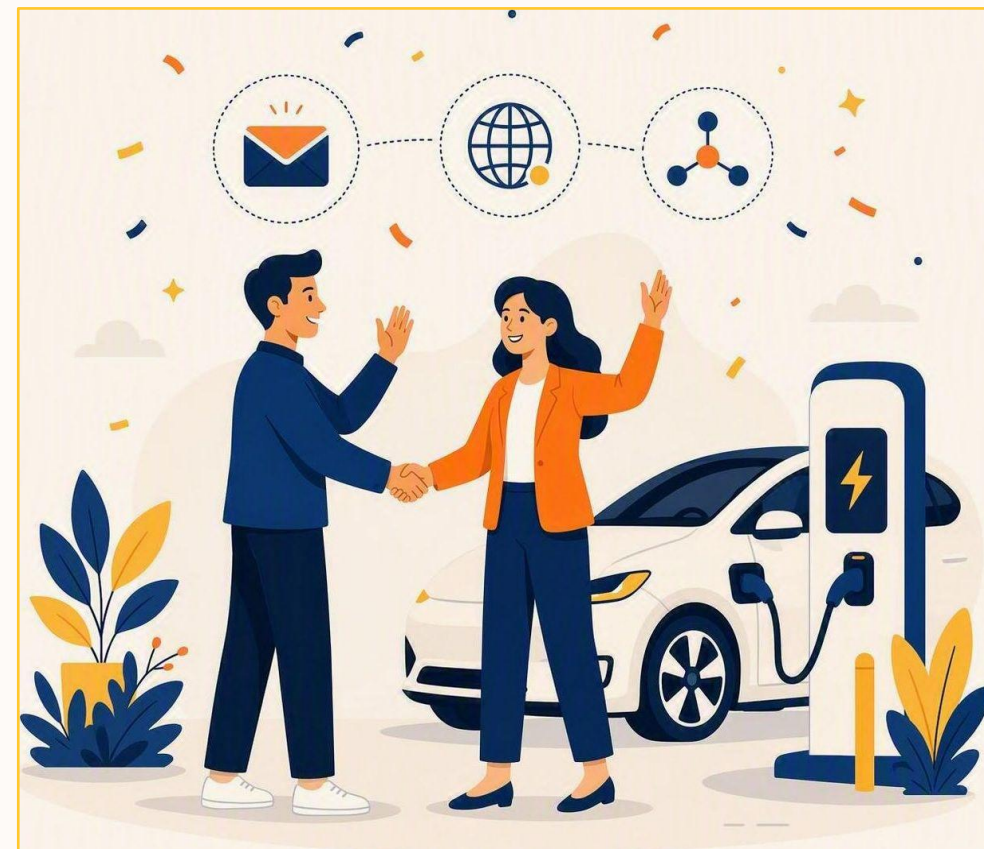
- your functionality becomes part of OCPI
- direct support from OCPI editors and other members
- large discount on test tools (full contributors)
- part of a growing global community



Michel Bayings – Executive Director

More information:

- www.evroaming.org
- <https://www.linkedin.com/company/evroaming-foundation>
- operations@evroaming.org



Impact of OCPI

Presenter: Ayush Garg



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Make-Ready Data Reporting

A network service provider's view

Ayush Garg, Lead Program Manager

NY Joint Utilities EV Make-Ready Technical Conference | October 14, 2026





About AmpUp

The AmpUp platform gives businesses, municipalities, property owners, and their drivers the tools they need to embrace electric mobility.

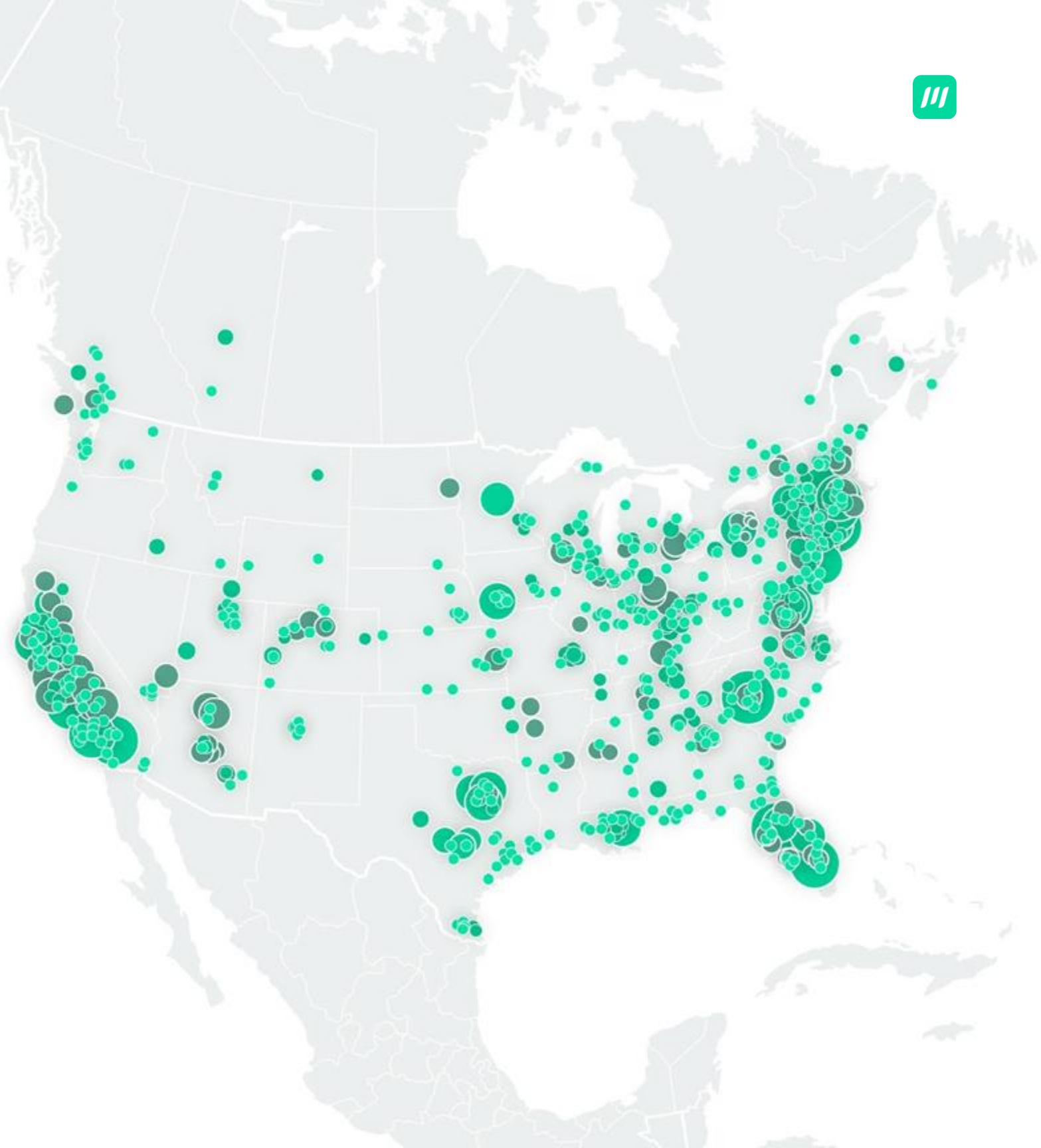
Our smart EV charging solution is designed to adapt to any environment, delivering rock-solid reliability, comprehensive control, and effortless scalability. From workplace chargers to multifamily properties, we make EV charging second-nature, keeping people connected and moving forward.

130+

Charger Models

15+

Hardware Partners





Where We Charge

Where People Work



Where People Live



Where Fleets Charge



LONGER DWELL TIMES

PROGRAM DATA REPORTING

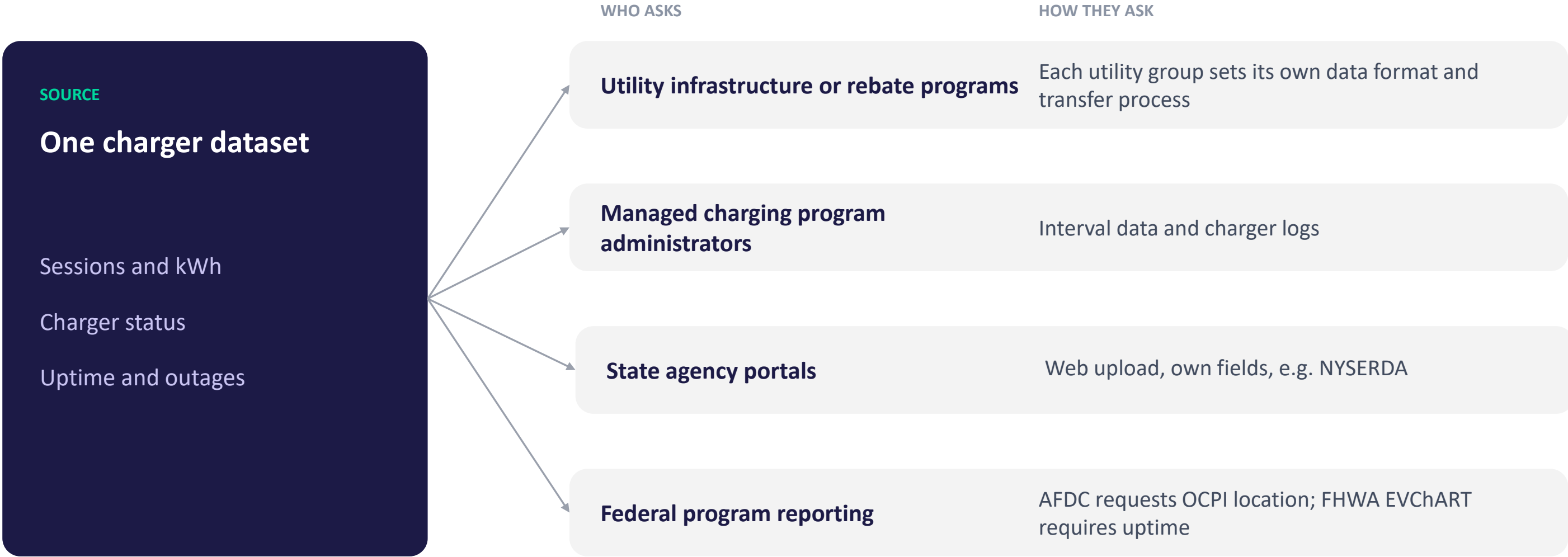
Where OCPP/OCPI Fit

The options for consistent program data





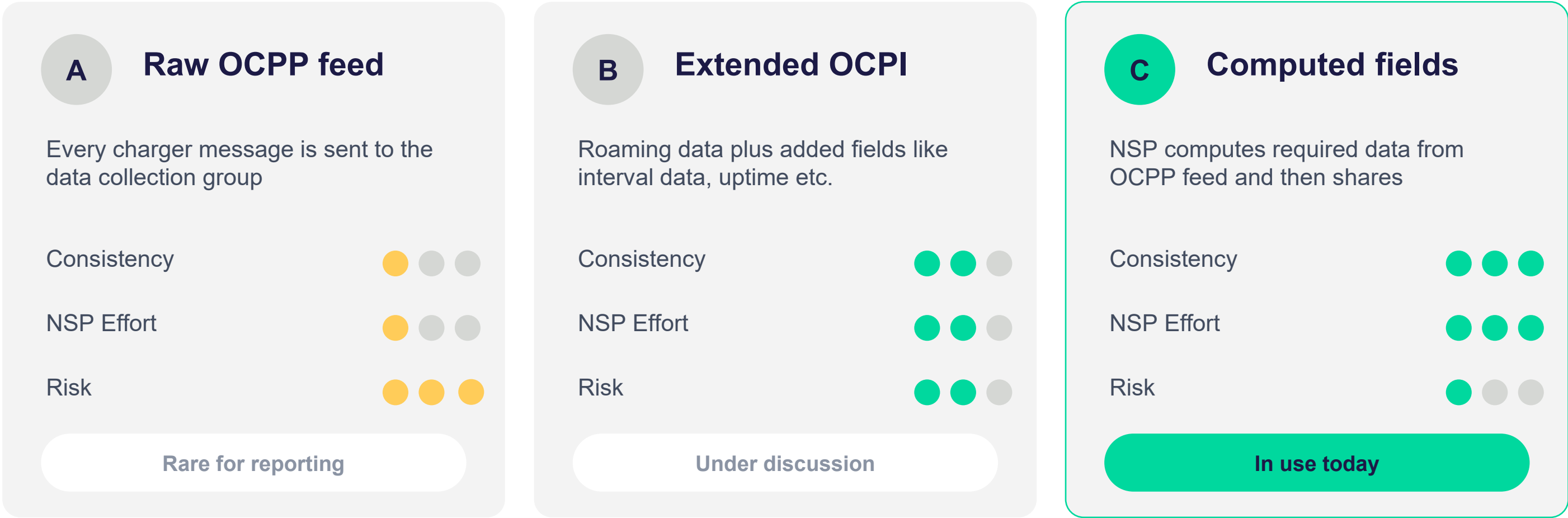
Same Charger Data, Reported Many Ways



One dataset, multiple formats. The fragmentation is the cost.



Computed Fields Give the Most Consistent Data



Shared definitions matter more than the transport.

Relative judgment, not measured



Automated Reporting Works When Rules Are Clear

01

Minimize manual steps

Systems share computed data directly, with no email or file handoffs.

02

Shared rules, consistent data

Today each network defines uptime differently.

03

One data reporting dictionary

Each field means the same on every network, so data is comparable.

04

Predictable enrollment schedules

A set schedule for adding chargers, agreed up front, so data collection starts on day one.

05

Shared requirements across programs

Custom fields per program add cost. One set of definitions serves every program.



What Could Make Reporting Durable

1

Define

One set of data definitions for programs

2

Connect

Direct API between systems, not email or SharePoint uploads

3

Govern

Utilities and DPS own the data definitions

4

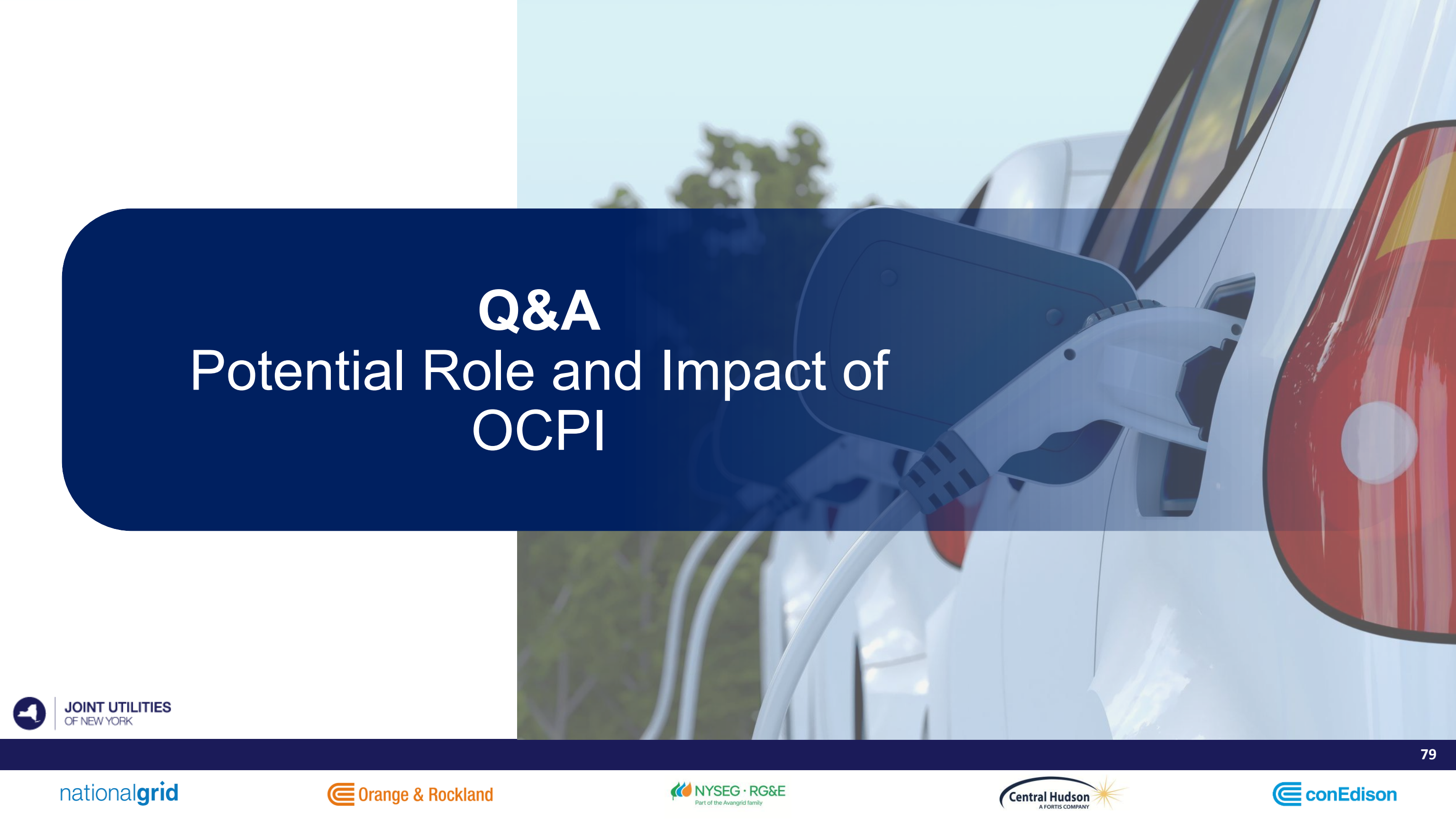
Pilot

Prove it with a few networks first while providing flexibility to report data

Thank you

Ayush Garg, Lead Program Manager, AmpUp
ayush@ampup.io | ampup.io





Q&A Potential Role and Impact of OCPI



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Audience Questions or Comments



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