

## **Electric Transportation Make Ready Program Criteria 2026-2028**

*The Make Ready Infrastructure Program was approved in Georgia Power Company's 2022 Rate Case Order and the 2025 Rate Case Stipulated Agreement to Extend the Alternate Rate Plan.*

### **Make Ready Infrastructure Program**

- Designed for chargers being installed that are public facing or part of public fleets serving the public good (defined below). Georgia Power will design, install, own and maintain the behind the meter electrical equipment and infrastructure up to the charger. This includes electrical panels, wires, conduit, etc. Georgia Power's standard line extension policies will be used to access the utility side of the meter upgrades that may be needed. These costs may qualify for Make Ready program funding as well.
- The program requires a minimum of six chargers (ports) for Level 2 chargers or at least one DC fast charger. Anything less will be eligible for the Business EV Charger Plus rebate program.
- Make Ready program investments will be capped at \$300,000 per project unless otherwise authorized. A Contribution in Aid of Construction (CIAC) charge to the requesting customer may be required for anything over the cap to cover any difference.
- Future Proofing: Requests to future proof, to add chargers at a later date, cannot be funded with Make Ready dollars. If desired, the additional costs can be funded by the customer.

### **Public Facing Defined:**

- Public Facing Projects are projects that involve infrastructure to support (i) EV charging in public locations (e.g., grocery store parking lots, malls, gas stations and convenience stores) and (ii) the electrification of public fleets (e.g., MARTA, public school buses). By way of further example, public facing projects and public fleets also include the following:
  - Multi-family dwellings, educational institutions, hospitals and other publicly accessible business locations (including those with membership requirements), provided that electric vehicle chargers at those premises are publicly accessible and open to the general public at the same rate.
  - Other publicly owned vehicles that are open to and transport members of the general public (e.g., air, land and sea transportation services); and
  - Vehicles in service of the public (e.g., police, fire and other governmental uses).

## ET Make Ready Infrastructure Program Segment Qualifications

### Qualifications by Market Segment

- **Airports/Seaports:** Eligible if the chargers are in an area that the general public may access. Restricted access chargers are not eligible for Make Ready program unless vehicles are publicly owned assets. Ground service/dock type equipment is not eligible for Make Ready program, infrastructure funding unless vehicles are publicly owned. Privately owned fleets are not eligible.
- **Car Dealerships:** Car dealerships may participate in the Make Ready program if the chargers being installed are for public use. The Make Ready program will not support chargers being installed in service bays or behind a gate or fence.
- **Commercial/Office:** Eligible if the chargers are in an area that property owners agree the general public may access. Restricted access chargers are not eligible for Make Ready program infrastructure funding. Privately owned fleets are not eligible.
- **Convenience Stores:** Convenience stores may participate in the Make Ready program if the chargers being installed are for public use.
- **Education:** Eligible if the chargers are in an area that the general public may access. Restricted access chargers may be eligible for Make Ready program infrastructure funding to serve public fleets (e.g., passenger buses or publicly owned school or university vehicle fleets). Privately owned fleets are not eligible.
- **Federal:** Eligible if the chargers are in an area that the general public may access. Restricted access chargers are eligible for Make Ready program infrastructure funding for vehicle fleets as they are publicly owned. Military bases are eligible for Make Ready Infrastructure funding for a charger farm installation on base to serve its residences, work force and fleet.
- **Hospitality & Entertainment:** Eligible if the chargers are in an area that the general public may access. Restricted access chargers are not eligible for Make Ready program infrastructure funding. Privately owned fleets are not eligible.
- **Multi-Family/Condos:** Eligible if the chargers are in an area that the general public may access. Restricted access chargers are not eligible for Make Ready program infrastructure funding.
- **Municipalities:** Eligible if the chargers are in an area that the general public may access. Restricted access chargers are eligible for Make Ready program infrastructure funding to serve publicly owned vehicle fleets (e.g., passenger buses, police, fire and other fleet vehicles).
- **Retail:** Eligible if the chargers are in an area that the general public may access. Restricted access chargers are not eligible for Make Ready program infrastructure funding. Privately owned fleets are not eligible.
- **Transit:** Eligible if the chargers are in an area that the general public may access. Restricted access chargers are eligible for Make Ready program infrastructure funding to serve public fleets (e.g., passenger buses). Privately owned fleets are not eligible.

## Make Ready Infrastructure Program Standards 2026 - 2028

### Site Design

- Georgia Power Company (“Company”) will always utilize its preferred method of service as a guide to the design.
  - Chargers will be set as close to the transformer as possible.
  - Always pull wire out of transformer and set a panel when possible.
  - Georgia Power can add breakers and wires to GPC-owned panels to allow customers to serve ancillary equipment such as security cameras, lighting, and communication modules. Ancillary equipment must be in service to the operation, safety, or security of the EV charging site and must be approved by Georgia Power.
  - The Make Ready program will not share services where the Company and the customer own services coming out of the same piece of equipment. There must be a clean point of demarcation of ownership.

### Metering

- A project may have a submeter connected by the Company’s installing partner as directed by the Company’s Make Ready project lead.
- All charger electricity usage will be behind an existing revenue meter, or a new meter will be set with the customer needing to call the Company to establish an account.
- To qualify for our EV specific rates, charging stations must be separately metered. Customers may elect to utilize the Charge It rate rider or the Time of Use Electric Vehicle Charging (TOU-EVC) rate for individually metered charging accounts as alternate rate options.

### New Construction

- *Legislative Mandates*
  - Make Ready program dollars will not pay for the infrastructure to support a city mandated installation through legislation or city ordinances. The program is designed to encourage adoption, not supplement costs of legislatively required investments.
- *Site Plans & Drawings*
  - If the charging infrastructure is already included in site plans and drawings and assigned out to a General Contractor and electrician, it will not be eligible for the Make Ready program. To qualify, the charging infrastructure would need to be separated from the project so that the General Contractor is not getting paid for the electrical infrastructure that they are not going to install as the EV infrastructure is being handled by Georgia Power’s Make Ready Program

### Contractor Network

- The Company has a group of approved contractors that will be used to install Company-owned infrastructure. The contractor assigned to the project will be assigned at the Company’s

discretion. Customers do not get to choose their contractor for the Georgia Power infrastructure installation. Customers may choose whomever they wish to acquire, install, energize, and operate the chargers.

### **Parking Decks**

- We will serve parking decks with the Company's preferred method of service and select a location nearest the transformer. There will be no Make Ready program funding used to take wire to individual spaces around the parking deck.
- Any coring of holes through the deck structure will require the customer to have a structural engineer sign off on the impacts to the deck.

### **Multi Family Standards**

- The Company's preferred method of service for any apartment/condo complex is to build out centralized charger farms versus individual spaces. These charger farms should be located where the general public can access.

### **Multi-site Customers**

- For customers with multiple site location requests, the Company will work up to five locations at a time. Locations should be prioritized and applied for in order of preference.

### **Utility Side Expansions**

- *Utility owned Power Delivery Systems*
  - Georgia Power standard [line extension policies](#) will be used to assess the utility upgrades that may be needed to support the added capacity needs. In cases where a customer contribution is required for additional Company facilities, these costs may or may not qualify for Make Ready program funding depending on the overall project cost and customer's energy rate.
- *Customer Owned Distribution Systems*
  - If required, the customer will cover all costs of traditional distribution upgrades to their customer-owned system. The Company will not mix ownership of distribution equipment on a campus.
  - Georgia Power offers Total Maintenance and Repair (TMR) contracts to customers with customer-owned distribution systems where Georgia Power will operate and maintain the distribution system. This is preferred but not required in locations where Make Ready infrastructure is installed.
  - The Company will still own the Make Ready infrastructure such as panels, wires, and conduit between the customer's distribution system and the customer's charger. A clear demarcation point will be established in the design process.

### **Easements**

- Easements are required at the Company's discretion. Site hosts for charging company projects that may be approved will require an easement. Georgia Power will hold the easement as the Company will own the infrastructure equipment on a customer's property.

### **EV Charging Provider Companies**

- To be eligible for Make Ready infrastructure program funding, the charging provider must submit a letter from the site host indicating approval to operate on the site host's premises and to grant an easement to the Company for its facilities installed through the Make Ready program.
- Infrastructure installed through the Make Ready program is owned and maintained by the Company, and as such, the Company will select the contractor for the Make Ready infrastructure. The charging company may choose their own contractor to install and energize the chargers.
- The Company will have final approval of the design to serve the chargers.
- The charging company will include the site host in any conversations being held that relate to the installation of the system.
- The charging company will apply for new service for this metered account.

### **Additional Funding through Federal Programs**

- If participating in additional funding programs through sources such as governmental grants, Make Ready program funding may be available as long as the application meets the program qualifications, there is no mixed ownership of the infrastructure, and the Make Ready program funding complements the other funding received by the applicant.