

STATE OF NEW YORK
PUBLIC SERVICE COMMISSION

At a session of the Public Service
Commission held in the City of
Albany on August 14, 2025

COMMISSIONERS PRESENT:

Rory M. Christian, Chair
James S. Alesi
David J. Valesky
John B. Maggiore
Uchenna S. Bright
Denise M. Sheehan, recusing
Radina R. Valova

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

ORDER MODIFYING MANAGED CHARGING PROGRAMS

(Issued and Effective August 18, 2025)

BY THE COMMISSION:

INTRODUCTION

On April 9, 2025, the Joint Utilities filed a petition requesting that the Public Service Commission (Commission) make two modifications to the residential light-duty electric vehicle (EV) managed charging programs.¹ Separately, Central Hudson filed a petition on April 14, 2025, seeking to modify its managed charging program. The Joint Utilities currently run the

¹ The Joint Utilities consist of Central Hudson Gas & Electric Corporation (Central Hudson), Consolidated Edison Company of New York, Inc. (Con Edison), Niagara Mohawk Power Corporation d/b/a National Grid (National Grid), New York State Electric & Gas Corporation (NYSEG), Orange and Rockland Utilities, Inc. (O&R), and Rochester Gas and Electric Corporation (RG&E).

managed charging programs pursuant to the Commission's Managed Charging Order and Managed Charging Modification Orders.²

In their petition, the Joint Utilities request Commission authorization to extend the managed charging programs beyond the scheduled end date of December 31, 2025, while keeping the goals and total budgets unchanged. Additionally, the Joint Utilities request that the Commission undertake a re-authorization process for the managed charging programs originally approved in the Managed Charging Order. As part of the Joint Utilities' petition, O&R requests flexibility to move money within its authorized managed charging program budget. Separately, Central Hudson's petition requests authorization to modify the incentive mechanism in its managed charging program.

By this Order, the Commission finds that the requested modifications to the managed charging programs are reasonable and will promote the State's policy objectives to advance EV adoption. Accordingly, we approve these modifications to the utilities' programs.

BACKGROUND

In the Make-Ready Order, the Commission directed the Joint Utilities to submit filings to describe their existing managed charging programs, or to develop new programs, for providing mass market customers with an alternative to time-of-

² Case 18-E-0138, Order Approving Managed Charging Programs with Modifications (issued July 14, 2022) (Managed Charging Order), Order Approving Modification to Utility Managed Charging Program (issued February 16, 2023) (February 2023 Order), Order Approving Modification to Utility Managed Charging Program (issued June 23, 2023) (June 2023 Order), and Order Approving Modifications to Managed Charging Programs and Making Tariffs Permanent (issued June 21, 2024) (June 2024 Order) (collectively, Managed Charging Modification Orders).

use rates for EV charging.³ Pursuant to the Commission's directive, the proposed managed charging programs could be either active or passive.⁴ The Joint Utilities filed individual managed charging proposals on December 4, 2020, in response to the Make-Ready Order.⁵

The Managed Charging Order approved each of the Joint Utilities' EV managed charging programs and associated cost recovery, with modifications.⁶ The Commission also required the Joint Utilities to file (1) managed charging implementation plans describing, among other things, the structure of the managed charging program, by September 12, 2022,⁷ and (2) tariff amendments implementing participation incentives to become effective, on a temporary basis, no later than January 1, 2023.⁸

After issuing the Managed Charging Order, the Commission issued the Managed Charging Modification Orders. First, in the February 2023 Order, the Commission approved the Avangrid Companies' (i.e., NYSEG and RG&E) proposal to add enrollment incentives and eliminate the demand response component of the intermediate and advanced tiers of their

³ Case 18-E-0138, Order Establishing Electric Vehicle Infrastructure Make-Ready Program and Other Programs (issued July 16, 2020) (Make-Ready Order), Ordering Clause 13.

⁴ In active managed charging programs, the respective utility controls vehicle charging, whereas, in passive managed charging programs, preferred customer behaviors (e.g., charging off peak) are rewarded through incentives.

⁵ National Grid, NYSEG, and RG&E filed revised proposals on June 4, 2021. National Grid filed a second revision on May 9, 2022.

⁶ The managed charging programs for each of the Joint Utilities are described in detail in the Managed Charging Order and subsequent Managed Charging Modification Orders.

⁷ Managed Charging Order, p. 66, Ordering Clause 32.

⁸ Managed Charging Order, p. 61, Ordering Clause 14.

respective managed charging programs.⁹ Second, in the June 2023 Order, the Commission approved Central Hudson's proposal to modify participation incentive frequency for its active managed charging program from monthly payments to a single, annual end-of-season payment.¹⁰

The following year, the Commission took four actions in the June 2024 Order.¹¹ First, the Commission approved O&R's proposals to eliminate the active participation incentive, increase the summer peak avoidance incentive, and decrease the off-peak incentive in order to align with its December 2022 tariff filing.¹² Second, the Commission approved the Avangrid Companies' proposal to align their programs with their December 2022 tariff filings by modifying the minimum monthly off-peak charging requirement for Intermediate tier participants to 80 percent rather than 90 percent of the time, and adding a requirement that Advanced tier participants not override their managed charging schedules such that an on-peak charging event greater than 15 minutes occurs more than three times per month.¹³ Third, the Commission approved National Grid's proposals to allow participation from any residential customer capable of providing EV charging usage data from a managed charging enabling device, and to modify the incentive structure to a flat, monthly incentive per participating customer. The Commission directed National Grid to file tariff amendments

⁹ February 2023 Order, pp. 8-9.

¹⁰ June 2023 Order, p. 8.

¹¹ June 2024 Order.

¹² Case 18-E-0138, Compliance Tariff Filing (filed December 2, 2022) was filed in compliance with the Managed Charging Order, Ordering Clause 14, described above.

June 2024 Order, pp. 21-22.

¹³ June 2024 Order, p. 22.

modifying certain aspects of their program, to become effective on a permanent basis on August 1, 2024.¹⁴ Fourth, the Commission authorized the Joint Utilities' proposed tariff amendments, which implement the previously-described modifications approved by the Commission, other than those of National Grid, to become effective on a permanent basis, as of the date of issuance of the June 2024 Order.¹⁵

THE PETITIONS

Joint Utilities' Petition

The Joint Utilities' petition requests that the Commission initiate a process to reauthorize the managed charging programs beyond the original end date of December 31, 2025, conduct a comprehensive program review, and authorize the continuance of the programs until such program review can be conducted. Within the Joint Utilities' Petition, O&R requests Commission authorization to shift a portion of its incentive budget to its implementation and enrollment budget. The Joint Utilities state that these collective changes would maintain program stability and allow additional time to accumulate program learnings that can inform a more detailed reauthorization process.

The Joint Utilities state that extending the managed charging programs would prevent a pause that would create customer and market uncertainty. They further assert that a pause of the managed charging programs could impact enrollment and charging behavior of both new and existing customers. Supporting this assertion, the Joint Utilities note that participants enrolled in Con Edison's Smart Charge program were

¹⁴ June 2024 Order, p. 25, Ordering Clause 2.

¹⁵ June 2024 Order, p. 25, Ordering Clause 1.

required to reconnect to the platform under the relaunched program in 2023, which led to decreased enrollment, from 24 percent to 16 percent of EVs in Con Edison's service territory. The Joint Utilities posit that continuation of the managed charging programs would allow them to continue increasing enrollment, rather than focusing on recovering any lost momentum that would likely occur with a pause to the programs. The Joint Utilities also note that a program pause has the potential to shift EV charging from off-peak to peak times.

The Joint Utilities assert that managed EV charging helps advance New York's climate policy goals and adds to grid flexibility as EV adoption increases. Finally, the Joint Utilities posit that extending the managed charging programs would yield additional insights regarding participants charging behavior that could optimize and further enhance grid stability. Following the issuance of the Managed Charging Modification Orders, the status of some managed charging programs are in early implementation and the Joint Utilities observe that certain utilities have already incorporated early lessons learned into improved outreach strategies and program design modifications.

To sustain its enrollment activities, O&R requests that the Commission approve a shift of \$600,000 from its previously authorized incentive budget to its implementation and enrollment budget. At the time the petition was filed, O&R had a 45 percent enrollment level, which is above the 25 percent target,¹⁶ and an 85 percent customer satisfaction rate, which is above the 75 percent target.¹⁷ O&R attributes this above-target performance to its outreach and education efforts. Without

¹⁶ Managed Charging Order, p. 45.

¹⁷ Managed Charging Order, p. 65, Ordering Clause 29.

authorization to shift the requested funds, O&R states that it would be required to ramp down the current momentum of the program, potentially leading to a plateau in enrollment.

Central Hudson Petition

In its petition, Central Hudson proposes to modify the incentive methodology for its passive managed charging program. Central Hudson states that 450 participants are enrolled in its passive managed charging program. It obtained customer feedback through various means, including an end-of-year participation survey, which captured participant concerns regarding the complexity and variability of the current incentive structure. Central Hudson avers that the requested modification would simplify the program, improve transparency, and subsequently increase participant engagement and retention.

Currently, Central Hudson uses an incentive methodology based on the difference between the flat dollar-per-kilowatt hour (\$/kWh) energy charge for standard residential rates and the off-peak \$/kWh time-of-use (TOU) energy rate. Instead, Central Hudson is seeking Commission authority to implement a flat participation incentive structure in its passive managed charging program to improve customer enrollment, satisfaction, and engagement.

The proposed flat \$/kWh incentive would be calculated annually based on the prior program year's savings amounts obtained from the average supply rate and average delivery rate. Central Hudson asserts that by using the prior year's program data, the proposed modification promotes fairness and consistency. Central Hudson states that utilizing prior period data is appropriate, as the company does not forecast monthly supply rates.

For program year 2025, Central Hudson proposes to set the incentive at \$0.05/kWh. Central Hudson explains that this

amount is derived from the prior year's average supply rate savings of \$0.0355/kWh and the average delivery rate savings of \$0.0107/kWh, totaling a savings rate of approximately \$0.0462/kWh. Central Hudson rounds this total to \$0.05/kWh (i.e., \$0.01 for the delivery incentive and \$0.04 for the supply incentive) to simplify the incentive structure and facilitate clearer customer understanding.

Central Hudson posits that the proposed incentive modification would (1) enhance customer satisfaction due to the straightforward incentive structure, (2) reduce implementation costs by simplifying calculation and payment processes and reducing time explaining the structure to customers, and (3) sustain behavioral engagement, as the more straightforward structure would encourage participants to manage their charging behavior. Central Hudson further explains that without the modification, a low savings rate in any given quarter may lead to participants off-peak charging behavior lapsing.

Regarding cost recovery, Central Hudson proposes to continue recovering supply costs through the Energy Cost Adjustment Mechanism and delivery costs through Revenue Decoupling Mechanism. Central Hudson proposes to continue to recover incentive costs on a quarterly basis. Central Hudson provides proposed tariff leaf modifications and a draft Statement of Residential Managed Charging Participation Incentives.

Central Hudson proposes implementing the change 30 days following a Commission order, including providing notice of the change to participants and filing tariff amendments. Going forward, Central Hudson states that the calculated incentive would be reflected in the annual managed charging implementation plan filing, as well as in the tariff changes which would be filed 30 days prior to taking effect, and on the Statement of

Residential Managed Charging Participation Incentives to be updated annually each February on not less than 15 days' notice.

NOTICES OF PROPOSED RULE MAKINGS

Pursuant to the State Administrative Procedure Act (SAPA) §202(1), Notices of Proposed Rulemakings (Notices) were published in the State Register on May 7, 2025 [SAPA No. 18-E-0138SP19, regarding Central Hudson's petition, and SAPA No. 18-E-0138SP20, regarding the Joint Utilities' petition]. The time for submission of comments pursuant to the Notices expired on July 7, 2025. The Commission received seven comments in response to the Notices. The comments received are addressed below.

COMMENTS

Advanced Energy United (United) and Alliance for Clean Energy New York (ACE NY)

United and ACE NY support the Joint Utilities' petition. United and ACE NY state that reauthorization of the managed charging programs will ensure continued success and prevent setbacks, while allowing time to develop effective strategies for improvement and expansion. United and ACE NY maintain that O&R has seen higher-than-expected enrollment and satisfaction rates attributed to education and outreach and support its budget reallocation request.

Alliance for Automotive Innovation (Auto Innovators)

Auto Innovators supports the Joint Utilities' petition. Auto Innovators states that the Commission is a national leader in deploying mass market managed charging programs. Auto Innovators agrees with the Joint Utilities that a program hiatus would be detrimental to the participant experience, particularly as charging habits are being formed in

this early stage of EV adoption. Auto Innovators states that a program extension would allow for continued learnings.

Auto Innovators states that its automaker members find it important that the Joint Utilities continue gaining experience and insight from working directly with automakers to develop telematics-based pathways to implement managed charging. Auto Innovators urge the Commission to pay particular attention to how different vendors access telematics data. Auto Innovators surmises that vendors who have automaker-approved telematics integrations provide the best charging data quality and controls, as well as cybersecurity and privacy. Auto Innovators recommends that utilities ask vendors if they have official original equipment manufacturer (OEM) integrations backed by commercial contracts. Auto Innovators also support O&R's request to shift funds from its Incentive budget to its Implementation and Enrollment budget, noting its success in driver enrollment and satisfaction.

ChargeScape

ChargeScape supports the Joint Utilities' petition. ChargeScape avers that extending the managed charging programs would promote EV adoption by reducing total cost of ownership as the EV market shifts from early adoptions to a more cost-sensitive mainstream population. ChargeScape points to program continuity as a way to collect data and test technologies to support demand flexibility use cases and inform grid planning and rate design. ChargeScape posits that continuity would prevent the utilities from having to reinvest in customer acquisition and would maintain customer satisfaction with the programs.

ChargeScape recommends that the Commission encourage the Joint Utilities to begin expanding EV eligibility in 2025 through direct, OEM-sanctioned channels to increase program

enrollment. ChargeScape suggests that direct OEM channels increase customer enrollment rates, as utilities can market programs directly to customers at the point of purchase of an eligible EV, a technique utilized by DTE Energy and Eversource Energy. ChargeScape notes that with automakers' dataset of vehicles sold or leased in a service territory, utilities could geotarget marketing efforts to specific customer profiles, such as those located in constrained distribution areas. ChargeScape claims that enrolling 25 percent of EVs from ChargeScape OEMs in New York could lead to program enrollment rates above 10 percent for all utilities.

ChargeScape recommends initiating a process to implement new programs beyond 2026 that place greater emphasis on active managed charging and include a requirement for utilities to competitively bid vehicle-grid integration services. ChargeScape explains that vehicle OEMs, whether they have already invested in active managed charging functionality or not, seek a clear and sustainable pathway for return on investment. ChargeScape states that managed charging program designs that utilize third-party data platforms provide no direct financial compensation to OEMs and pose concerns about unauthorized access to vehicle login credentials and possible adverse effects on EV battery performance. ChargeScape suggests that New York leadership, along with other jurisdictions, can provide the necessary market signals to align OEM and utility goals. ChargeScape warns that without these market signals, OEM capabilities may lag behind demand flexibility needs.

ChargeScape avers that the Joint Utilities' current programs rely on risky third-party application programming interfaces that are not authorized by OEMs. ChargeScape notes that, in 2023, thousands of Ford EV customers were unenrolled from the Joint Utilities' active managed charging programs after

Ford restricted SmartCar's access due to reported battery health degradation. ChargeScape warns that similar disruptions may continue, as OEMs continue to worry about data security, data privacy, vehicle safety, and battery health. ChargeScape states that unauthorized platforms may prevent utilities from meeting their program goals, through unreliable data, lack of issue resolution, and program instability as OEMs revoke access from third-party application programming interfaces. ChargeScape notes that the market has significantly evolved since the managed charging programs were authorized in 2022, with automotive OEMs increasingly investing in vehicle grid integration capabilities and ventures. ChargeScape recommends residential V1G and V2X capabilities be considered in tandem for any potential competitively bid process for managed charging programs beyond 2026.¹⁸

The City of New York (City)

The City supports continuing Con Edison's SmartCharge NY program in the near-term. The City expresses concern about the lack of visibility into charging behavior of non-participants, particularly whether they charge off-peak in the absence of incentives. The City requests that the utilities provide more information on non-enrolled EV drivers' behavior to determine the full program impact prior to any long-term extension of managed charging programs. The City encourages Con Edison to take further steps to increase SmartCharge NY enrollment. The City questions whether, without growth in enrollment, there would be sufficient data to support long-term funding. The City recommends that the Commission direct Con

¹⁸ V1G refers to a one-way flow of electricity from the electric grid to an EV; V2X refers to a two-way flow of electricity between an EV and other electric infrastructure (e.g., the electric grid, battery storage, etc.).

Edison to provide additional information as to the effectiveness of the programs to justify the continued costs in connection with any continuation of the managed charging programs.

The City questions whether Con Edison's Residential Managed Charging Earnings Adjustment Mechanism should be continued absent additional information on program effectiveness. The City states that a shareholder incentive for managed charging should only be considered if Con Edison can demonstrate program effectiveness, high participation, and that the program results in identifiable avoidance of infrastructure investments.

The City encourages the Commission to explore expanding managed charging to include non-road vehicle classes. The City states that the New York City Economic Development Corporation's Blue Highways Initiative and NYC Ferry's electrification planning highlight the need for substantial charging infrastructure at waterfront and aviation sites. The City states that expanded incentive eligibility for non-road use cases can accelerate adoption, reduce emissions in frontline communities, and enable shared-use infrastructure that benefits mobility and grid resilience.

EV.ENERGY CORP (ev.energy)

ev.energy supports the Joint Utilities' petition and emphasizes the importance of continuing the managed charging programs without interruption. ev.energy highlights reports that have found EVs to be a significant contributor to grid flexibility and specifically points to managed charging as the largest source of potential grid flexibility.

ev.energy further supports the proposal to shift portions of O&R's Managed Charging Incentive Budget to O&R's Managed Charging Implementation and Enrollment Budget. ev.energy was persuaded by O&R's logic and asserts that this

requested budget modification will support continued growth in program enrollment.

ev.energy highlights that some automaker OEMs currently prohibit participation in New York's managed charging programs due to restrictions on sharing telematics data. ev.energy states that the effect of restrictions on telematics data sharing has removed the agency for EV drivers to participate in and benefit from the utility managed charging programs and has added complexity to utility implementation and oversight. ev.energy recommends that the Commission and utilities look towards program innovations that allow all EV customers to participate, regardless of OEM or EV model.

Vehicle-Grid Integration Council (VGIC)

VGIC supports the Joint Utilities' petition and is encouraged by high enrollment numbers seen to date. VGIC asserts that program continuity without disruptions is critical to the success of managed charging programs and supports the reasoning voiced by the Joint Utilities.

VGIC is supportive of a program reauthorization as recommended in the Joint Utilities' petition but recommends that the process go further by including active managed charging and bidirectional charging systems in the scope of the program reauthorization and review. VGIC requests that the Commission consider active managed charging programs as a key topic in the proposed 2026 program reauthorization process and asks that the Commission provide guidance on active managed charging to the Joint Utilities prior to the required filing of managed charging implementation plans by January 30, 2026. VGIC reasons that while participation in the passive managed charging programs has been encouraging, off-peak charging has widely varied between the utility programs. VGIC points to active managed charging programs in California that have achieved off-peak shares

exceeding 90 percent or higher as evidence of the benefits of implementing active managed charging programs.

VGIC additionally recommends that the program review should consider bidirectional charging and points to active bidirectional charging capabilities of EV models by automakers including Ford, General Motors, Kia, and Nissan and planned announcements by BMW, Hyundai, Mercedes-Benz, Polestar, Rivian, Stellantis, Volkswagen, and Volvo. VGIC highlights bidirectional products by charging manufacturers such as Autel, ChargePoint, debel, Emporia, Enphase, Ford/Sunrun, General Motors, SolarEdge, and Wallbox. VGIC emphasizes the benefits that can be realized with the use of bidirectional charging to aid with summer reliability needs, backup power during outages, and generation capacity in areas where new transmission and generation is difficult to site. VGIC requests that the Commission include bidirectional charging systems for consideration in the managed charging program reauthorization process and that this guidance be provided prior to the filing deadline of January 30, 2026, for managed charging implementation plans.

Weave Grid, Inc. (WeaveGrid)

WeaveGrid supports the Joint Utilities' petition and emphasizes the importance of avoiding a program disruption. WeaveGrid agrees with the Joint Utilities' request to initiate a reauthorization process for the managed charging programs to find program improvements and opportunities made available by new technology. WeaveGrid recommends that the program reauthorization process should evaluate improvements to program design to provide enhanced customer and utility outcomes. WeaveGrid points to a petition by National Grid which noted the removal of program integrations by Chevrolet and Ford due to

technical challenges.¹⁹ WeaveGrid additionally highlights the occurrence of data loss events in the National Grid petition. WeaveGrid asserts that these occurrences are related to the integration strategies currently implemented and posits that reliability will improve through the use of OEM-authorized pathways. WeaveGrid recommends that the Commission require improvements in data and control pathways in future managed charging program design to reflect new integration availability.

WeaveGrid is supportive of the current program design, which allows the utilities flexibility to make operation adjustments without formal regulatory action but recommends that the Commission consider a framework to allow further operational flexibility. WeaveGrid recommends defining overarching performance objectives and reporting requirements while allowing adjustments within defined parameters, the enablement of continuous program iteration, and the empowerment of utilities to optimize for incentive levels, technology eligibility, or enrollment caps, within specific ranges. WeaveGrid highlights the request by O&R to shift funding within its program as an example of the flexibility that the utilities currently lack in some instances.

LEGAL AUTHORITY

Pursuant to Public Service Law (PSL) §5, the Commission has authority to direct utilities to “formulate and carry out long-range programs, individually or cooperatively, with economy, efficiency, and care for the public safety, the preservation of values and the conservation of natural resources.” Under PSL §65, the Commission is authorized to

¹⁹ Case 18-E-0138, National Grid Petition Seeking Certain Modifications to EV Managed Charging Program (filed February 5, 2024).

ensure that every electric corporation furnishes and provides safe and adequate service, instrumentalities, and facilities at just and reasonable rates. PSL §66(1) provides that the Commission shall have general supervision of all electric corporations that have authority to lay down, erect or maintain wires, pipes, conduits, ducts or other fixtures for the purpose of furnishing or transmitting electricity for light, heat or power. Further, PSL §66(12) states that no change shall be made in any rate or charge, or in any form of contract or agreement relating to any rate, charge or service which shall have been filed by a utility in compliance with an order of the Commission, except after thirty days' notice to the Commission. As such, the Commission has the legal authority to review the Joint Utilities' filings and approve and make effective tariff amendments, as prescribed in this Order.

DISCUSSION AND CONCLUSION

As discussed below, the Commission approves the modifications to the managed charging programs as described in the petitions filed by Central Hudson and the Joint Utilities. The Commission directs the utilities to make the required filings to implement the managed charging program modifications and waives the otherwise applicable newspaper publication requirements because customers have had the opportunity for notice and comment through the SAPA process.

Central Hudson

The Central Hudson petition indicates that the current incentive structure has not led to high participant satisfaction to date, as demonstrated in the annual survey. Introducing a stable participation incentive, as proposed, is expected to improve the participant experience by providing a simple and consistent reward for beneficial grid behavior, while improving

participant engagement and retention. Central Hudson is directed to file an updated managed charging implementation plan and modifications to the tariff within 30 days of this Order. Modifications to the tariff are to be limited to those proposed by Central Hudson in its April 14, 2025 petition. The revisions are to be filed on not less than three days' notice and go into effect on September 15, 2025, on a permanent basis. Additionally, Central Hudson is to file on not less than 15 days' notice a Managed Charging Participation Incentive Statement, to become effective on September 15, 2025. Beginning in 2026, Central Hudson is to file updated statements, on not less than 15 days' notice, to become effective February 1 of each year.

Joint Utilities

Regarding the Joint Utilities' petition, the Commission maintains that managed charging programs are important for grid flexibility and stability, as well as providing cost savings to customers in bill savings, and for delaying or avoiding expensive grid upgrades. The Commission agrees with the Joint Utilities and the commenters that continuing the managed charging programs will benefit customers by providing a seamless customer experience and lower energy costs, as well as by advancing knowledge that supports modernized grid goals. Furthermore, granting the Joint Utilities' petition to extend the program by using the existing Commission-approved budget will not require any additional funding from ratepayers.

As for O&R's budget reallocation request, the Commission agrees that the reallocation of \$600,000 from O&R's incentive budget to its implementation and enrollment budget will enable the continued success of the program seen to date and is therefore approved. To the extent that the other

utilities find themselves in a similar position (i.e., they have more budget in one category than another), the Commission authorizes the utilities to reallocate the funds after consulting with Department of Public Service staff. The Commission expects the utilities to continue to operate the managed charging programs with the existing budget until the program review, outlined below, is completed.

Additionally, each of the Joint Utilities are directed to file updated managed charging implementation plans within 30 days of the issuance of this Order. If any of the utilities reallocates money within its budget, it is directed to file an updated managed charging implementation plan within 30 days of the modification.

Program Review

To determine the efficacy of the managed charging programs, the Commission directs the Joint Utilities to host a technical conference and file a comprehensive managed charging report by January 30, 2026, in conjunction with their managed charging implementation plan filings.²⁰ This comprehensive managed charging report will be the basis for the program review.

The technical conference and the report shall detail the program successes and lessons learned so that the Commission can make knowledgeable and informed decisions if the programs should continue beyond the extension approved in this Order. The report shall include, among other topics: an overview and

²⁰ In the Managed Charging Order, the Commission directed the utilities to submit a comprehensive implementation plan describing the structure of the program and the utility's plan to obtain participants. The utilities were directed to file an updated implementation plan annually, on January 30 of each year. Managed Charging Order, pp. 54-55, and Ordering Clause 33.

results of the programs, grid impacts, lessons learned, insights to customer charging behaviors including customer enrollment and engagement by utility, and any recommendations to program designs and implementation that could optimize any of the programs, if continued in the future. The Commission understands that each utility may have varying experiences, due to their unique service territories. If there are any variations in any of the utilities' program experiences as it relates to the aforementioned topics, the utilities are directed to provide individualized details. Finally, to the extent that the utilities request flexibility in any aspect of the future versions of the managed charging programs (e.g., for budget allocation, incentive tiers, etc.), the parameters for that flexibility shall be detailed in the report.

The Commission orders:

1. The petition filed on April 9, 2025, 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, Orange and Rockland Utilities, Inc., and Rochester Gas and Electric Corporation, is approved in its entirety, as discussed in the body of this Order.

2. The Petition filed on April 14, 2025, by Central Hudson Gas & Electric Corporation, is approved in its entirety, as discussed in the body of this Order.

3. Central Hudson Gas & Electric Corporation shall file an updated Managed Charging Implementation Plan within 30 days of the issuance of this Order reflecting the modifications approved in this Order.

4. Consolidated Edison Company of New York, Inc., Niagara Mohawk Power Corporation d/b/a National Grid, New York

State Electric & Gas Corporation, Orange and Rockland Utilities, Inc., and Rochester Gas and Electric Corporation are directed to file updated Managed Charging Implementation Plans within 30 days of the issuance of this Order reflecting the modifications approved in this Order.

5. Central Hudson Gas & Electric Corporation shall file tariff revisions, to become effective on September 15, 2025, on a permanent basis, on not less than three days' notice, reflecting the modifications discussed in the body of this Order.

6. Central Hudson Gas & Electric Corporation shall file a Managed Charging Participation Incentive Statement, to become effective on September 15, 2025, on not less than 15 days' notice, as discussed in the body of this Order. Beginning in 2026, Central Hudson Gas & Electric Corporation shall file an updated Managed Charging Participation Incentive Statement, to become effective February 1 of each year, on not less than 15 days' notice, as discussed in the body of this Order.

7. 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, Orange and Rockland Utilities, Inc., and Rochester Gas and Electric Corporation shall conduct a technical conference no later than January 30, 2026, consistent with the discussion in the body of this Order.

8. 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, Orange and Rockland Utilities, Inc., and Rochester Gas and Electric Corporation shall file a comprehensive report no later than January 30, 2026, consistent with the discussion in the body of this Order.

9. The requirements of Public Service Law §66(12)(b) and 16 NYCRR §720-8.1, as to newspaper publication with respect to the tariff filings directed in Ordering Clause No. 5 above, are waived, as discussed in the body of this Order.

10. In the Secretary's sole discretion, the deadlines set forth in this Order may be extended. Any request for an extension must be in writing, must include a justification for the extension, and must be filed at least three days prior to the affected deadline.

11. This proceeding is continued.

By the Commission,

(SIGNED)

MICHELLE L. PHILLIPS
Secretary