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July 18, 2023

Honorable Michelle L. Phillips
Secretary
State of New York
Public Service Commission
Three Empire State Plaza
Albany, New York 12223-1350

RE: Case No. 22-E-0236, Proceeding to Establish Alternatives to
Traditional Demand-Based Rate Structures for Commercial
Electric Vehicle Charging

Dear Secretary Phillips:

Orange and Rockland Utilities, Inc. ("O&R" or the "Company") is filing with the Public Service Commission (the "Commission") draft amendments to its Schedule for Electric Service, P.S.C. No. 3 – ELECTRICITY ("Electric Tariff").

The Draft Electric Tariff leaves are identified in Attachment A.

Reason for Filing

The Commission's January 19, 2023 *Order Establishing Framework for Alternatives to the Traditional Demand-Based Rate Structures* (the "Order") adopted a suite of operating cost relief solutions for commercial electric vehicle ("EV") charging customers. The Order directed the Joint Utilities ("JU")¹ to file an Immediate Solution implementation plan on March 20, 2023 (60 days after issuance of the Order) and a Near-term Solution proposal on July 18, 2023 (180 days after issuance of the Order). The Immediate Solution included: for the Upstate Utilities,² a 50 percent Demand Charge Rebate ("DCR") for all commercial EV charging use cases; for the Downstate Utilities,³ a Commercial Managed Charging Program ("CMCP") with use-case specific adders for transit and public Level 2 (L2) charging, and a 50 percent DCR for public Direct Current Fast Charging ("DCFC") sites; and for all of the JU, termination of the existing Per-Plug Incentive ("PPI") program for a new applicants and redeployment of those funds for demand management technology incentives.⁴ The Near-term Solution includes temporary EV

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

² The Upstate Utilities are Central Hudson, NYSEG, National Grid, and RG&E.

³ The Downstate Utilities are the Company and Con Edison.

⁴ These filings were made on March 20, 2023 and are pending before the Commission.

Phase-In Rates as an alternative to traditional demand rates for customers with EV charging sites. Such EV Phase-In Rates are to be developed for four graduations⁵ of load factors and made available for sites where at least 50 percent of the load is related to EV charging. The Order also required each of the JU to include in its Near-term Solution proposal a plan to transition customers from the DCR or CMCP use-case-specific adders to the EV Phase-In Rate.⁶ The Company presents the following proposals in compliance with the directives of the Order for the Near-term Solution.

Tariff Changes

The Company proposes to establish Rider Q – Electric Vehicle Phase-In Rates in the Electric Tariff. Rider Q is applicable to qualifying customers served under Service Classification (“SC”) Nos. 2 Secondary, 3, and 9 of the Electric Tariff. Rider Q contains the following provisions:

- To be eligible for the EV Phase-In Rates in Rider Q, a customer is required to have a Charging Ratio of at least 50 percent. For customers with separately metered EV charging load,⁷ the Charging Ratio is assumed to be 100 percent. For customers with EV charging load commingled with other on-site loads, the Charging Ratio will be calculated as the ratio of the (i) the sum of the EV charging capacity in kW⁸ to (ii) the sum of the maximum kW demands of all loads that could occur simultaneously on the customer’s account.⁹
- Four load factor-based tiers have been established under Rider Q to determine the applicable EV Phase-In Rate for each customer:
 - Tier 1: Customers with an Annual Load Factor \leq 10 percent
 - Tier 2: Customers with an Annual Load Factor $>$ 10 percent and \leq 15 percent
 - Tier 3: Customers with an Annual Load Factor $>$ 15 percent and \leq 20 percent
 - Tier 4: Customers with an Annual Load Factor $>$ 20 percent and $<$ 25 percent

Under all tiers, the provisions of the customer’s otherwise applicable SC will apply, including delivery surcharges and supply charges. A customer with an Annual Load Factor greater than or equal to 25 percent will pay all applicable charges under their otherwise applicable SC, including the delivery charges. Such customer will be considered to be taking service under Rider Q unless the customer elects to leave Rider Q or is removed from Rider Q.

⁵ The Company in this filing and in its draft tariff language uses the term “tier” which has the same meaning as the term “graduation” used in the Order.

⁶ The DCR and CMCP use-case specific adders are immediate-term operating cost relief solutions described in the Order.

⁷ Separately metered EV charging load shall mean the customer has no more than 10 kW of non-EV charging ancillary load.

⁸ The sum of the EV charging capacity in kW will be the lesser of the sum of the nameplate charging capacity of each charger and the maximum simultaneous charging capacity, to the extent that there is a difference between the two.

⁹ The sum of the maximum kW demands will be established based on the customer’s load letter submitted at the time of the customer’s application for service, or further updated based on the customer either submitting a new load letter or based on a reevaluation of the Charging Ratio and program eligibility by the Company subsequent to the application for service.

- For qualifying customers with a Charging Ratio of 50 percent or greater, the Company will calculate, twice per year, an Annual Load Factor that will determine the EV Phase-In Rate tier that will apply to the customer. The Annual Load Factor determined based on the customer's load data from the prior January 1 through December 31 period will be used to determine the tier that will be applicable to the customer's bills beginning with the bill having a "from" date on or after the following March 1. The Annual Load Factor determined based on the customer's load data from the prior July 1 through June 30 period will be used to determine the tier that will be applicable to the customer's bills beginning with the bill having a "from" date on or after the following September 1. The Annual Load Factor will be calculated by dividing the kWh usage during a 12-month period by the product of the maximum demand during that 12-month period and the number of hours in the 12-month period for customers with EV charging load and other on-site load. For customers with separately metered EV charging load, the Annual Load Factor will be calculated by dividing the kWh usage during a 12-month period by the product of the sum of the EV charging capacity in kW and the number of hours in the 12-month period.

For new qualifying customers that do not have at least six months of existing load data, the customer shall be placed in Tier 1 until such time that at least six months of load data is available for use in calculating the Annual Load Factor for determination of the appropriate tier. For these customers, the Annual Load Factor Calculations described above shall be performed based on a 6-month period until such time that the Annual Load Factor can be calculated based 12 months of load data.

- Participation under Rider Q will be on an opt-in basis. Customers can opt-in at any time to participate under Rider Q; however, once a customer chooses to opt out, such customer will not be permitted to opt back into Rider Q unless: (1) the customer can demonstrate to the Company a change to the number or type of EV chargers associated with the account; and (2) the customer has a Charging Ratio of at least 50 percent.

To the extent that the Annual Load Factor of a customer is 25 percent or greater for four consecutive measurement periods (i.e., a two year period), the customer will no longer be eligible for Rider Q. Such customer may have the ability to opt back onto Rider Q if it can be demonstrated to the Company that there has been a change to the number or type of EV chargers associated with the account and the customer has a Charging Ratio of at least 50 percent.

- For customers billed under Tier 1, the requirement that the billing demand for the billing months of October through May inclusive shall not be less than 70 percent of the highest metered demand for the preceding billing months of June through September inclusive as contained in SC Nos. 2 and 3, "Determination of Demand" and the 100 kW minimum demand as contained in SC No. 3 shall not apply.
- Customers receiving delivery discounts under other programs (i.e., Rider C - Excelsior Jobs Program and Rider H - Economic Development), customers participating in the PPI program, or customers receiving the DCR are not eligible to take service under Rider Q.

- Customers served under Rider Q are subject to all other rates, charges and terms and conditions of service under their applicable SC (i.e., SC Nos. 2, 3, or 9).¹⁰

The Company has also added Rider Q to the Table of Contents.

Rate Design

The Company developed EV Phase-In Rates for non-residential customers billed under traditional demand rate structures.¹¹ The Company calculated the EV Phase-In Rates on a revenue neutral basis to the otherwise applicable class. Customer charges were developed based on the otherwise applicable customer charge in effect under traditional demand rate structures. The delivery usage and demand rates for Tiers 1 through 4 are set forth in Attachment B. The Company has designed the rates for Tiers 1 through 4 to collect a set percentage of revenue¹² through demand charges and usage charges as follows:

	Tier 1	Tier 2	Tier 3	Tier 4
% of Revenue Collected through Demand Rates	0%	25%	50%	75%
% of Revenue Collected through Usage Rates	100%	75%	50%	25%

As required by the Order, the usage rates for Tiers 1 through 4 have been developed on a time of use basis with a super-peak, peak, and off-peak structure in the summer and a peak and off-peak structure in the winter. The following chart summarizes the time of use periods for the usage rates for Tiers 1 through 4:¹³

Time Period	Summer (June – September)	Winter (October – May)
Super Peak	4 PM – 8 PM, M – F	N/A
Peak	8 AM – 4 PM and 8 PM – 11 PM, M-F	8 AM – 11 PM, M-F
Off-Peak	All Other Days and Hours	All Other Days and Hours

The EV Phase-In Rates were designed to maintain the same seasonal revenue recovery relationships of the otherwise applicable classes. The summer peak rate was set equal to two times the summer off-peak rate and the summer super peak rate was set equal to four times the summer off-peak rate. The winter peak rate was set equal to two times the winter off-peak rate. These ratios are consistent with the recommendations in the Order.

¹⁰ Customers taking service under Rider Q are considered to be taking service under their applicable SC and other charges under such SC will also apply to customers taking service under Rider Q (e.g., the Revenue Decoupling Mechanism would apply to customers taking service under Rider Q even though such mechanism is not explicitly mentioned under Rider Q).

¹¹ As such, the Company did not develop EV Phase-In Rates for non-residential customers billed under non-traditional demand rate structures such as Voluntary Time of Use or Standby Service.

¹² Excluding revenue recovered through customer charges.

¹³ The demand rates will match the otherwise applicable SC with regards to whether such rates are time differentiated.

Transition from the Demand Charge Rebate and Commercial Managed Charging Program Use-Case-Specific Adders to the EV Phase-In Rates

As mandated by the Order, the Company will terminate the DCR and the CMCP use case specific adders once the EV Phase-In Rate is available.

Transition from Demand Charge Rebate

Approximately three months prior to the effective date of the EV Phase-In Rate, the Company will notify customers and current applicants in process (collectively referred to as “customers”) that the DCR will be ending. The notification will advise customers of the program end date and where to obtain information on the EV Phase-In Rate (e.g., the Company website), which will include information on enrollment. The Company will make three attempts to reach the customer.

All customers participating in the DCR program will be de-enrolled from the DCR program on the DCR program end date.

Commercial Managed Charging Program (CMCP) Use-Case-Specific Adders Transition

Approximately three months prior to the effective date of the EV Phase-In Rate, the Company will notify customers that the CMCP use-case-specific adders will terminate on the date that the EV Phase-In Rate becomes effective. The notification will advise customers of the program end date, and where to obtain information on the EV Phase-In Rate (e.g., the Company website), which will include information on enrollment.

Enrollment in the EV Phase-In Rate

Eligible customers that elect to opt in to the EV Phase-In Rate must enroll. Enrollment details will be included on the Company’s website. O&R will verify an applicant’s eligibility for the EV Phase-In Rate (e.g., current SC, whether the Company has a load letter, Charging Ratio) and will notify the applicant whether it is eligible.

If the applicant is eligible, O&R will calculate the Annual Load Factor and determine the appropriate tier. The Company will place the applicant on the applicable EV Phase-In Rate Tier.

CMCP Incentives Levels

As the CMCP program matures and additional charging infrastructure is installed and operational, the availability of broader data will inform the effectiveness of CMCP incentive levels. Incentives will be reviewed and adjusted as needed before the EV Phase-In Rates becomes available to: (1) incorporate insights from larger EV charging and load profile data sets, (2) cost effectively influence behavior change, (3) manage the program budget, and (4) avoid any market distortionary effects. Adjustments to CMCP incentives will consider the grid value from beneficial charging behavior.

Implementation Matters

The draft tariffs amendments included herein are subject to review and approval in this proceeding and, as such, may be modified. Even upon Commission approval of the Company's proposed draft tariff amendments as filed, billing of the various changes included in this filing will require additional time particularly given the Company's migration to a new billing system. Therefore, the Company anticipates that the earliest the EV Phase-In Rates can be implemented is one year after the new billing system is implemented, which is anticipated in the fourth quarter of 2023, or one year after the Commission issues an order approving the EV Phase-In Rates, whichever is later. This proposed timeline will give the Company sufficient opportunity to perform necessary billing system programming and testing to enable a successful rollout of billing under the EV Phase-In Rates.

Conclusion and Notice

As described herein, the Company's proposed EV Phase-In Rate design, draft tariff amendments, and proposal for the transition from the DCR meet the requirements of the Order.¹⁴ The Company looks forward to working with DPS Staff and other stakeholders to discuss these proposals.

Questions regarding this filing can be directed to Cheryl Ruggiero at (212) 460-3189.

Very truly yours,

/s/

William A. Atzl, Jr.
Director – Rate Engineering

¹⁴ Ordering Clause 17 of the Order waived the requirements of Public Service Law §66(12)(b) and 16 NYCRR §720-8.1 as to newspaper publication for the tariff revisions required in Ordering Clause No. 14; however, Ordering Clause 14 related to annual reporting requirements. The Company has interpreted this ordering clause to mean that the newspaper publication for the draft tariffs has been waived.

REDLINED TARIFF LEAVES

P.S.C. NO. 3 ELECTRICITY
ORANGE AND ROCKLAND UTILITIES, INC.
INITIAL EFFECTIVE DATE:

LEAF: 4
REVISION: DRAFT
SUPERSEDING REVISION:

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P.S.C. NO. 3 ELECTRICITY
ORANGE AND ROCKLAND UTILITIES, INC.
INITIAL EFFECTIVE DATE:

LEAF: 5
REVISION: DRAFT
SUPERSEDING REVISION:

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ORANGE AND ROCKLAND UTILITIES, INC.
INITIAL EFFECTIVE DATE:

LEAF: 189.11
REVISION: DRAFT
SUPERSEDING REVISION:

GENERAL INFORMATION

13. SERVICE CLASSIFICATION RIDERS (Continued)

RIDER Q

ELECTRIC VEHICLE PHASE-IN RATES

APPLICABILITY

Demand billed customers with electric vehicle charging sites served under the Standard Rates of SC Nos. 2, 3, and 9 will be eligible for the Electric Vehicle Phase-In Rates (the "EV Phase-In Rates") as follows.

ELIGIBILITY

To be eligible for the EV Phase-In Rates, a customer is required to have a Charging Ratio of 50 percent or greater. The Company will calculate the Charging Ratio to determine eligibility as follows:

- (1) For customers with separately metered EV charging load (customers with no more than 10 kW of non-EV charging ancillary load), the Charging Ratio will be equal to 100 percent.
- (2) For customers with EV charging load comingled with other on-site loads, the Charging Ratio will be calculated as the ratio of the (i) the sum of the EV charging capacity in kW to (ii) the sum of the maximum kW demands of all loads that could occur simultaneously on the customer's account.
- (3) The sum of the EV charging capacity in kW used in the Charging Ratio calculation will be the lesser of the sum of the nameplate charging capacity of each charger and the maximum simultaneous charging capacity, to the extent that there is a difference between the two.
- (4) The sum of the maximum kW demands as described herein will be established based on the customer's load letter submitted at the time of customer's application for service, or further updated as specified below.

The Charging Ratio shall be determined at the time of application and shall remain the Charging Ratio until such time that the customer provides a new load letter revising the customer's electric load; however, the Company reserves the right to re-evaluate the Charging Ratio and program eligibility subsequent to application for service.

For qualifying customers with a Charging Ratio of 50 percent or greater, the Company will calculate, twice per year, an Annual Load Factor that will determine the EV Phase-In Rate tier that will apply to the customer. The Annual Load Factor determined based on the customer's load data from the prior January through December billing periods will be used to determine the tier that will be applicable to the customer's bills beginning with the bill having a "from" date on or after the following March 1. The Annual Load Factor determined based on the customer's load data from the prior July through June billing periods will be used to determine the tier that will be applicable to the customer's bills beginning with the bill having a "from" date on or after the following September 1.

**P.S.C. NO. 3 ELECTRICITY
ORANGE AND ROCKLAND UTILITIES, INC.**
INITIAL EFFECTIVE DATE:

LEAF: 189.12
REVISION: DRAFT
SUPERSEDING REVISION:

GENERAL INFORMATION

13. SERVICE CLASSIFICATION RIDERS (Continued)

RIDER Q (Continued)

ELECTRIC VEHICLE PHASE-IN RATES

ELIGIBILITY (Continued)

The Annual Load Factor will be calculated as follows:

For customers with EV Charging Load and Other On-Site Load

Annual Load factor shall be determined by dividing the kWh usage during a 12-month period by the product of the maximum demand during that 12-month period and the number of hours in the 12-month period.

For customers with Separately Metered EV Charging Load (customers with no more than 10 kW of non-EV charging ancillary load)

Annual Load Factor shall be determined by dividing the kWh usage during a 12-month period by the product of the sum of the EV charging capacity in kW and the number of hours in the 12-month period.

For new qualifying customers that do not have at least six months of existing load data, such customer will be placed in Tier 1 until such time that at least six months of load data is available for use in calculating the Annual Load Factor for determination of the appropriate tier. For these customers, the Annual Load Factor calculations described above shall be performed based on a 6-month period until such time that the Annual Load Factor can be calculated based on 12 months of load data.

TERMS OF SERVICE

Service under this Rider will commence with the customer's first bill having a "from" date on or after the customer's enrollment under this Rider. A customer who elects to no longer participate in this Rider will be ineligible for future participation under this Rider unless the customer can demonstrate to the Company that there has been a change to the number or type of EV chargers associated with the account at which time the customer may opt back on to Rider Q and will be placed in the applicable tier as described herein provided the customer has a Charging Ratio of at least 50 percent.

**P.S.C. NO. 3 ELECTRICITY
ORANGE AND ROCKLAND UTILITIES, INC.**
INITIAL EFFECTIVE DATE:

LEAF: 189.13
REVISION: DRAFT
SUPERSEDING REVISION:

GENERAL INFORMATION

13. SERVICE CLASSIFICATION RIDERS (Continued)

RIDER Q (Continued)

ELECTRIC VEHICLE PHASE-IN RATES

ELIGIBILITY (Continued)

BILLING

In addition to the rates, charges and terms and conditions of service specified hereunder, customers served under this Rider are subject to all other rates, charges and terms and conditions of service under SC Nos. 2, 3, and 9, as applicable, except as specified hereunder.

DELIVERY CHARGES

Tier 1: Customers with an Annual Load Factor ≤ 10%

Demand Charges

		<u>Summer Months*</u>	<u>Other Months</u>
<u>SC No. 2 Secondary</u>	<u>All kW @</u>	<u>\$0.00 per kW</u>	<u>\$0.00 per kW</u>
<u>SC No. 2 Primary</u>	<u>All kW @</u>	<u>\$0.00 per kW</u>	<u>\$0.00 per kW</u>
<u>SC No. 3</u>	<u>All kW @</u>	<u>\$0.00 per kW</u>	<u>\$0.00 per kW</u>
<u>SC No. 9 Primary**</u>	<u>All kW @</u>	<u>\$0.00 per kW</u>	<u>\$0.00 per kW</u>
<u>SC No. 9 Substation**</u>	<u>All kW @</u>	<u>\$0.00 per kW</u>	<u>\$0.00 per kW</u>
<u>SC No. 9 Transmission**</u>	<u>All kW @</u>	<u>\$0.00 per kW</u>	<u>\$0.00 per kW</u>

** Demand charges for SC No. 9 Primary, Substation, and Transmission are applicable for the hours of 8:00 a.m. – 11:00 p.m., Monday – Friday, excluding the holidays of New Year’s Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.

Usage Charges

	<u>Summer Months*</u>			<u>Other Months</u>	
	<u>All kWh @</u>			<u>All kWh @</u>	
	<u>Super Peak</u>	<u>On Peak</u>	<u>Off Peak</u>	<u>On Peak</u>	<u>Off Peak</u>
<u>SC No. 2 Secondary</u>	<u>22.425 ¢/kWh</u>	<u>11.212 ¢/kWh</u>	<u>5.606 ¢/kWh</u>	<u>9.393 ¢/kWh</u>	<u>4.696 ¢/kWh</u>
<u>SC No. 2 Primary</u>	<u>13.760 ¢/kWh</u>	<u>6.880 ¢/kWh</u>	<u>3.440 ¢/kWh</u>	<u>5.162 ¢/kWh</u>	<u>2.581 ¢/kWh</u>
<u>SC No. 3</u>	<u>15.259 ¢/kWh</u>	<u>7.629 ¢/kWh</u>	<u>3.815 ¢/kWh</u>	<u>5.778 ¢/kWh</u>	<u>2.889 ¢/kWh</u>
<u>SC No. 9 Primary</u>	<u>12.710 ¢/kWh</u>	<u>6.355 ¢/kWh</u>	<u>3.177 ¢/kWh</u>	<u>3.785 ¢/kWh</u>	<u>1.892 ¢/kWh</u>
<u>SC No. 9 Substation</u>	<u>7.153 ¢/kWh</u>	<u>3.577 ¢/kWh</u>	<u>1.788 ¢/kWh</u>	<u>2.070 ¢/kWh</u>	<u>1.035 ¢/kWh</u>
<u>SC No. 9 Transmission</u>	<u>3.921 ¢/kWh</u>	<u>1.961 ¢/kWh</u>	<u>0.980 ¢/kWh</u>	<u>1.677 ¢/kWh</u>	<u>0.839 ¢/kWh</u>

* June through September

**P.S.C. NO. 3 ELECTRICITY
ORANGE AND ROCKLAND UTILITIES, INC.**
INITIAL EFFECTIVE DATE:

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SUPERSEDING REVISION:

GENERAL INFORMATION

13. SERVICE CLASSIFICATION RIDERS (Continued)

RIDER Q (Continued)

ELECTRIC VEHICLE PHASE-IN RATES

DELIVERY CHARGES (Continued)

Tier 1: Customers with an Annual Load Factor ≤ 10% (Continued)

The requirement that the billing demand for the billing months of October through May inclusive shall not be less than 70% of the highest metered demand for the preceding billing months of June through September inclusive as contained in SC Nos. 2 and 3, "Determination of Demand" and the 100 kW minimum demand as contained in SC No. 3, shall not apply to customers billed under Tier 1.

Tier 2: Customers with an Annual Load Factor > 10 Percent and ≤ 15 Percent

Demand Charges (per kW)

		<u>Summer Months*</u>	<u>Other Months</u>
<u>SC No. 2 Secondary</u>	<u>All kW @</u>	<u>\$7.03 per kW</u>	<u>\$4.68 per kW</u>
<u>SC No. 2 Primary</u>	<u>All kW @</u>	<u>\$5.60 per kW</u>	<u>\$3.40 per kW</u>
<u>SC No. 3</u>	<u>All kW @</u>	<u>\$6.65 per kW</u>	<u>\$4.02 per kW</u>
<u>SC No. 9 Primary**</u>	<u>All kW @</u>	<u>\$6.67 per kW</u>	<u>\$3.31 per kW</u>
<u>SC No. 9 Substation**</u>	<u>All kW @</u>	<u>\$4.86 per kW</u>	<u>\$2.35 per kW</u>
<u>SC No. 9 Transmission**</u>	<u>All kW @</u>	<u>\$2.45 per kW</u>	<u>\$1.72 per kW</u>

** Demand charges for SC No. 9 Primary, Substation, and Transmission are applicable for the hours of 8:00 a.m. – 11:00 p.m., Monday – Friday, excluding the holidays of New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.

Usage Charges (per kWh)

	<u>Summer Months*</u>			<u>Other Months</u>	
	<u>All kWh @</u>			<u>All kWh @</u>	
	<u>Super Peak</u>	<u>On Peak</u>	<u>Off Peak</u>	<u>On Peak</u>	<u>Off Peak</u>
<u>SC No. 2 Secondary</u>	<u>16.819 ¢/kWh</u>	<u>8.409 ¢/kWh</u>	<u>4.205 ¢/kWh</u>	<u>7.044 ¢/kWh</u>	<u>3.522 ¢/kWh</u>
<u>SC No. 2 Primary</u>	<u>10.320 ¢/kWh</u>	<u>5.160 ¢/kWh</u>	<u>2.580 ¢/kWh</u>	<u>3.872 ¢/kWh</u>	<u>1.936 ¢/kWh</u>
<u>SC No. 3</u>	<u>11.444 ¢/kWh</u>	<u>5.722 ¢/kWh</u>	<u>2.861 ¢/kWh</u>	<u>4.333 ¢/kWh</u>	<u>2.167 ¢/kWh</u>
<u>SC No. 9 Primary</u>	<u>9.532 ¢/kWh</u>	<u>4.766 ¢/kWh</u>	<u>2.383 ¢/kWh</u>	<u>2.839 ¢/kWh</u>	<u>1.419 ¢/kWh</u>
<u>SC No. 9 Substation</u>	<u>5.365 ¢/kWh</u>	<u>2.682 ¢/kWh</u>	<u>1.341 ¢/kWh</u>	<u>1.552 ¢/kWh</u>	<u>0.776 ¢/kWh</u>
<u>SC No. 9 Transmission</u>	<u>2.941 ¢/kWh</u>	<u>1.470 ¢/kWh</u>	<u>0.735 ¢/kWh</u>	<u>1.258 ¢/kWh</u>	<u>0.629 ¢/kWh</u>

* June through September

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**P.S.C. NO. 3 ELECTRICITY
ORANGE AND ROCKLAND UTILITIES, INC.**
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GENERAL INFORMATION

13. SERVICE CLASSIFICATION RIDERS (Continued)

RIDER Q (Continued)

ELECTRIC VEHICLE PHASE-IN RATES

DELIVERY CHARGES (Continued)

Tier 3: Customers with an Annual Load Factor > 15 Percent and ≤ 20 Percent

Demand Charges (per kW)

		<u>Summer Months*</u>	<u>Other Months</u>
<u>SC No. 2 Secondary</u>	<u>All kW @</u>	<u>\$14.06 per kW</u>	<u>\$9.37 per kW</u>
<u>SC No. 2 Primary</u>	<u>All kW @</u>	<u>\$11.20 per kW</u>	<u>\$6.80 per kW</u>
<u>SC No. 3</u>	<u>All kW @</u>	<u>\$13.30 per kW</u>	<u>\$8.04 per kW</u>
<u>SC No. 9 Primary**</u>	<u>All kW @</u>	<u>\$13.34 per kW</u>	<u>\$6.63 per kW</u>
<u>SC No. 9 Substation**</u>	<u>All kW @</u>	<u>\$9.73 per kW</u>	<u>\$4.71 per kW</u>
<u>SC No. 9 Transmission**</u>	<u>All kW @</u>	<u>\$4.90 per kW</u>	<u>\$3.45 per kW</u>

** Demand charges for SC No. 9 Primary, Substation, and Transmission are applicable for the hours of 8:00 a.m. – 11:00 p.m., Monday – Friday, excluding the holidays of New Year’s Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.

Usage Charges (per kWh)

	<u>Summer Months*</u>			<u>Other Months</u>	
	<u>All kWh @</u>			<u>All kWh @</u>	
	<u>Super Peak</u>	<u>On Peak</u>	<u>Off Peak</u>	<u>On Peak</u>	<u>Off Peak</u>
<u>SC No. 2 Secondary</u>	<u>11.212 ¢/kWh</u>	<u>5.606 ¢/kWh</u>	<u>2.803 ¢/kWh</u>	<u>4.696 ¢/kWh</u>	<u>2.348 ¢/kWh</u>
<u>SC No. 2 Primary</u>	<u>6.880 ¢/kWh</u>	<u>3.440 ¢/kWh</u>	<u>1.720 ¢/kWh</u>	<u>2.581 ¢/kWh</u>	<u>1.291 ¢/kWh</u>
<u>SC No. 3</u>	<u>7.629 ¢/kWh</u>	<u>3.815 ¢/kWh</u>	<u>1.907 ¢/kWh</u>	<u>2.889 ¢/kWh</u>	<u>1.444 ¢/kWh</u>
<u>SC No. 9 Primary</u>	<u>6.355 ¢/kWh</u>	<u>3.177 ¢/kWh</u>	<u>1.589 ¢/kWh</u>	<u>1.892 ¢/kWh</u>	<u>0.946 ¢/kWh</u>
<u>SC No. 9 Substation</u>	<u>3.577 ¢/kWh</u>	<u>1.788 ¢/kWh</u>	<u>0.894 ¢/kWh</u>	<u>1.035 ¢/kWh</u>	<u>0.517 ¢/kWh</u>
<u>SC No. 9 Transmission</u>	<u>1.961 ¢/kWh</u>	<u>0.980 ¢/kWh</u>	<u>0.490 ¢/kWh</u>	<u>0.839 ¢/kWh</u>	<u>0.419 ¢/kWh</u>

* June through September

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13. SERVICE CLASSIFICATION RIDERS (Continued)

RIDER Q (Continued)

ELECTRIC VEHICLE PHASE-IN RATES

DELIVERY CHARGES (Continued)

Tier 4: Customers with an Annual Load Factor > 20 Percent and < 25 Percent

Demand Charges (per kW)

		<u>Summer Months*</u>	<u>Other Months</u>
<u>SC No. 2 Secondary</u>	<u>All kW @</u>	<u>\$21.09 per kW</u>	<u>\$14.05 per kW</u>
<u>SC No. 2 Primary</u>	<u>All kW @</u>	<u>\$16.81 per kW</u>	<u>\$10.20 per kW</u>
<u>SC No. 3</u>	<u>All kW @</u>	<u>\$19.95 per kW</u>	<u>\$12.05 per kW</u>
<u>SC No. 9 Primary**</u>	<u>All kW @</u>	<u>\$20.01 per kW</u>	<u>\$9.94 per kW</u>
<u>SC No. 9 Substation**</u>	<u>All kW @</u>	<u>\$14.59 per kW</u>	<u>\$7.06 per kW</u>
<u>SC No. 9 Transmission**</u>	<u>All kW @</u>	<u>\$7.35 per kW</u>	<u>\$5.17 per kW</u>

** Demand charges for SC No. 9 Primary, Substation, and Transmission are applicable for the hours of 8:00 a.m. – 11:00 p.m., Monday – Friday, excluding the holidays of New Year’s Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.

Usage Charges (per kWh)

	<u>Summer Months*</u>			<u>Other Months</u>	
	<u>All kWh @</u>			<u>All kWh @</u>	
	<u>Super Peak</u>	<u>On Peak</u>	<u>Off Peak</u>	<u>On Peak</u>	<u>Off Peak</u>
<u>SC No. 2 Secondary</u>	<u>5.606 ¢/kWh</u>	<u>2.803 ¢/kWh</u>	<u>1.402 ¢/kWh</u>	<u>2.348 ¢/kWh</u>	<u>1.174 ¢/kWh</u>
<u>SC No. 2 Primary</u>	<u>3.440 ¢/kWh</u>	<u>1.720 ¢/kWh</u>	<u>0.860 ¢/kWh</u>	<u>1.291 ¢/kWh</u>	<u>0.645 ¢/kWh</u>
<u>SC No. 3</u>	<u>3.815 ¢/kWh</u>	<u>1.907 ¢/kWh</u>	<u>0.954 ¢/kWh</u>	<u>1.444 ¢/kWh</u>	<u>0.722 ¢/kWh</u>
<u>SC No. 9 Primary</u>	<u>3.177 ¢/kWh</u>	<u>1.589 ¢/kWh</u>	<u>0.794 ¢/kWh</u>	<u>0.946 ¢/kWh</u>	<u>0.473 ¢/kWh</u>
<u>SC No. 9 Substation</u>	<u>1.788 ¢/kWh</u>	<u>0.894 ¢/kWh</u>	<u>0.447 ¢/kWh</u>	<u>0.517 ¢/kWh</u>	<u>0.259 ¢/kWh</u>
<u>SC No. 9 Transmission</u>	<u>0.980 ¢/kWh</u>	<u>0.490 ¢/kWh</u>	<u>0.245 ¢/kWh</u>	<u>0.419 ¢/kWh</u>	<u>0.210 ¢/kWh</u>

* June through September

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GENERAL INFORMATION

13. SERVICE CLASSIFICATION RIDERS (Continued)

RIDER Q (Continued)

ELECTRIC VEHICLE PHASE-IN RATES

DEFINITION OF USAGE RATING PERIODS

Summer Usage Billing Periods (Applicable from June through September)

Summer Super Peak – 4:00 p.m. to 8:00 p.m., Monday through Friday, excluding holidays
Summer On Peak – 8:00 a.m. to 4:00 p.m. and 8 p.m. to 11 p.m., Monday through Friday, except holidays
Summer Off Peak – all other hours and days from June through September

Winter Usage Billing Period (Applicable October through May)

Winter On Peak – 8:00 a.m. through 11:00 p.m. Monday through Friday, excluding holidays
Off Peak – all other hours and days from October through May

For purposes of this section holidays are: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day

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GENERAL INFORMATION

13. SERVICE CLASSIFICATION RIDERS (Continued)

RIDER Q (Continued)

ELECTRIC VEHICLE PHASE-IN RATES

CUSTOMERS WITH AN ANNUAL LOAD FACTOR \geq 25 PERCENT

Customers with an Annual Load Factor of 25 percent or greater shall pay the Standard Delivery Charges as specified in SC Nos. 2, 3, or 9 until such time the Annual Load Factor is less than 25 percent, at which time the customer will be placed on the applicable EV Phase-In Rate Tier.

To the extent that the Annual Load Factor of a customer is 25 percent or greater for four consecutive measurement periods (i.e., a two year period), such customer will no longer be eligible for this Rider. Such customer may have the ability to opt back onto Rider Q if it can be demonstrated to the Company that there has been a change to the number or type of EV chargers associated with the account and the customer has a Charging Ratio of at least 50 percent.

INCREASE IN RATES AND CHARGES

All rates and charges for service under this Rider will be increased pursuant to General Information Section No. 19.

RESTRICTIONS AS TO THE AVAILABILITY OF THIS RIDER

Service will not be provided under this Rider as follows: (a) to customers served under Riders C or H; (b) to customers participating in the Company's DCFC per-plug incentive ("PPI") program; and (c) to customers receiving the Public DCFC Demand Charge Rebate described in General Information Section No. 7.22.

CLEAN TARIFF LEAVES

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ORANGE AND ROCKLAND UTILITIES, INC.
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GENERAL INFORMATION

13. SERVICE CLASSIFICATION RIDERS (Continued)

RIDER Q

ELECTRIC VEHICLE PHASE-IN RATES

APPLICABILITY

Demand billed customers with electric vehicle charging sites served under the Standard Rates of SC Nos. 2, 3, and 9 will be eligible for the Electric Vehicle Phase-In Rates (the "EV Phase-In Rates") as follows.

ELIGIBILITY

To be eligible for the EV Phase-In Rates, a customer is required to have a Charging Ratio of 50 percent or greater. The Company will calculate the Charging Ratio to determine eligibility as follows:

- (1) For customers with separately metered EV charging load (customers with no more than 10 kW of non-EV charging ancillary load), the Charging Ratio will be equal to 100 percent.
- (2) For customers with EV charging load comingled with other on-site loads, the Charging Ratio will be calculated as the ratio of the (i) the sum of the EV charging capacity in kW to (ii) the sum of the maximum kW demands of all loads that could occur simultaneously on the customer's account.
- (3) The sum of the EV charging capacity in kW used in the Charging Ratio calculation will be the lesser of the sum of the nameplate charging capacity of each charger and the maximum simultaneous charging capacity, to the extent that there is a difference between the two.
- (4) The sum of the maximum kW demands as described herein will be established based on the customer's load letter submitted at the time of customer's application for service, or further updated as specified below.

The Charging Ratio shall be determined at the time of application and shall remain the Charging Ratio until such time that the customer provides a new load letter revising the customer's electric load; however, the Company reserves the right to re-evaluate the Charging Ratio and program eligibility subsequent to application for service.

For qualifying customers with a Charging Ratio of 50 percent or greater, the Company will calculate, twice per year, an Annual Load Factor that will determine the EV Phase-In Rate tier that will apply to the customer. The Annual Load Factor determined based on the customer's load data from the prior January through December billing periods will be used to determine the tier that will be applicable to the customer's bills beginning with the bill having a "from" date on or after the following March 1. The Annual Load Factor determined based on the customer's load data from the prior July through June billing periods will be used to determine the tier that will be applicable to the customer's bills beginning with the bill having a "from" date on or after the following September 1.

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GENERAL INFORMATION

13. SERVICE CLASSIFICATION RIDERS (Continued)

RIDER Q (Continued)

ELECTRIC VEHICLE PHASE-IN RATES

ELIGIBILITY (Continued)

The Annual Load Factor will be calculated as follows:

For customers with EV Charging Load and Other On-Site Load

Annual Load factor shall be determined by dividing the kWh usage during a 12-month period by the product of the maximum demand during that 12-month period and the number of hours in the 12-month period.

For customers with Separately Metered EV Charging Load (customers with no more than 10 kW of non-EV charging ancillary load)

Annual Load Factor shall be determined by dividing the kWh usage during a 12-month period by the product of the sum of the EV charging capacity in kW and the number of hours in the 12-month period.

For new qualifying customers that do not have at least six months of existing load data, such customer will be placed in Tier 1 until such time that at least six months of load data is available for use in calculating the Annual Load Factor for determination of the appropriate tier. For these customers, the Annual Load Factor calculations described above shall be performed based on a 6-month period until such time that the Annual Load Factor can be calculated based on 12 months of load data.

TERMS OF SERVICE

Service under this Rider will commence with the customer's first bill having a "from" date on or after the customer's enrollment under this Rider. A customer who elects to no longer participate in this Rider will be ineligible for future participation under this Rider unless the customer can demonstrate to the Company that there has been a change to the number or type of EV chargers associated with the account at which time the customer may opt back on to Rider Q and will be placed in the applicable tier as described herein provided the customer has a Charging Ratio of at least 50 percent.

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GENERAL INFORMATION

13. SERVICE CLASSIFICATION RIDERS (Continued)

RIDER Q (Continued)

ELECTRIC VEHICLE PHASE-IN RATES

ELIGIBILITY (Continued)

BILLING

In addition to the rates, charges and terms and conditions of service specified hereunder, customers served under this Rider are subject to all other rates, charges and terms and conditions of service under SC Nos. 2, 3, and 9, as applicable, except as specified hereunder.

DELIVERY CHARGES

Tier 1: Customers with an Annual Load Factor ≤ 10%

Demand Charges

		Summer Months*	Other Months
SC No. 2 Secondary	All kW @	\$0.00 per kW	\$0.00 per kW
SC No. 2 Primary	All kW @	\$0.00 per kW	\$0.00 per kW
SC No. 3	All kW @	\$0.00 per kW	\$0.00 per kW
SC No. 9 Primary**	All kW @	\$0.00 per kW	\$0.00 per kW
SC No. 9 Substation**	All kW @	\$0.00 per kW	\$0.00 per kW
SC No. 9 Transmission**	All kW @	\$0.00 per kW	\$0.00 per kW

** Demand charges for SC No. 9 Primary, Substation, and Transmission are applicable for the hours of 8:00 a.m. – 11:00 p.m., Monday – Friday, excluding the holidays of New Year’s Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.

Usage Charges

	Summer Months*			Other Months	
	All kWh @			All kWh @	
	Super Peak	On Peak	Off Peak	On Peak	Off Peak
SC No. 2 Secondary	22.425 ¢/kWh	11.212 ¢/kWh	5.606 ¢/kWh	9.393 ¢/kWh	4.696 ¢/kWh
SC No. 2 Primary	13.760 ¢/kWh	6.880 ¢/kWh	3.440 ¢/kWh	5.162 ¢/kWh	2.581 ¢/kWh
SC No. 3	15.259 ¢/kWh	7.629 ¢/kWh	3.815 ¢/kWh	5.778 ¢/kWh	2.889 ¢/kWh
SC No. 9 Primary	12.710 ¢/kWh	6.355 ¢/kWh	3.177 ¢/kWh	3.785 ¢/kWh	1.892 ¢/kWh
SC No. 9 Substation	7.153 ¢/kWh	3.577 ¢/kWh	1.788 ¢/kWh	2.070 ¢/kWh	1.035 ¢/kWh
SC No. 9 Transmission	3.921 ¢/kWh	1.961 ¢/kWh	0.980 ¢/kWh	1.677 ¢/kWh	0.839 ¢/kWh

* June through September

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13. SERVICE CLASSIFICATION RIDERS (Continued)

RIDER Q (Continued)

ELECTRIC VEHICLE PHASE-IN RATES

DELIVERY CHARGES (Continued)

Tier 1: Customers with an Annual Load Factor ≤ 10% (Continued)

The requirement that the billing demand for the billing months of October through May inclusive shall not be less than 70% of the highest metered demand for the preceding billing months of June through September inclusive as contained in SC Nos. 2 and 3, "Determination of Demand" and the 100 kW minimum demand as contained in SC No. 3, shall not apply to customers billed under Tier 1.

Tier 2: Customers with an Annual Load Factor > 10 Percent and ≤ 15 Percent

Demand Charges (per kW)

		Summer Months*	Other Months
SC No. 2 Secondary	All kW @	\$7.03 per kW	\$4.68 per kW
SC No. 2 Primary	All kW @	\$5.60 per kW	\$3.40 per kW
SC No. 3	All kW @	\$6.65 per kW	\$4.02 per kW
SC No. 9 Primary**	All kW @	\$6.67 per kW	\$3.31 per kW
SC No. 9 Substation**	All kW @	\$4.86 per kW	\$2.35 per kW
SC No. 9 Transmission**	All kW @	\$2.45 per kW	\$1.72 per kW

** Demand charges for SC No. 9 Primary, Substation, and Transmission are applicable for the hours of 8:00 a.m. – 11:00 p.m., Monday – Friday, excluding the holidays of New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.

Usage Charges (per kWh)

	Summer Months*			Other Months	
	All kWh @			All kWh @	
	Super Peak	On Peak	Off Peak	On Peak	Off Peak
SC No. 2 Secondary	16.819 ¢/kWh	8.409 ¢/kWh	4.205 ¢/kWh	7.044 ¢/kWh	3.522 ¢/kWh
SC No. 2 Primary	10.320 ¢/kWh	5.160 ¢/kWh	2.580 ¢/kWh	3.872 ¢/kWh	1.936 ¢/kWh
SC No. 3	11.444 ¢/kWh	5.722 ¢/kWh	2.861 ¢/kWh	4.333 ¢/kWh	2.167 ¢/kWh
SC No. 9 Primary	9.532 ¢/kWh	4.766 ¢/kWh	2.383 ¢/kWh	2.839 ¢/kWh	1.419 ¢/kWh
SC No. 9 Substation	5.365 ¢/kWh	2.682 ¢/kWh	1.341 ¢/kWh	1.552 ¢/kWh	0.776 ¢/kWh
SC No. 9 Transmission	2.941 ¢/kWh	1.470 ¢/kWh	0.735 ¢/kWh	1.258 ¢/kWh	0.629 ¢/kWh

* June through September

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13. SERVICE CLASSIFICATION RIDERS (Continued)

RIDER Q (Continued)

ELECTRIC VEHICLE PHASE-IN RATES

DELIVERY CHARGES (Continued)

Tier 3: Customers with an Annual Load Factor > 15 Percent and ≤ 20 Percent

Demand Charges (per kW)

		Summer Months*	Other Months
SC No. 2 Secondary	All kW @	\$14.06 per kW	\$9.37 per kW
SC No. 2 Primary	All kW @	\$11.20 per kW	\$6.80 per kW
SC No. 3	All kW @	\$13.30 per kW	\$8.04 per kW
SC No. 9 Primary**	All kW @	\$13.34 per kW	\$6.63 per kW
SC No. 9 Substation**	All kW @	\$9.73 per kW	\$4.71 per kW
SC No. 9 Transmission**	All kW @	\$4.90 per kW	\$3.45 per kW

** Demand charges for SC No. 9 Primary, Substation, and Transmission are applicable for the hours of 8:00 a.m. – 11:00 p.m., Monday – Friday, excluding the holidays of New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.

Usage Charges (per kWh)

	Summer Months*			Other Months	
	All kWh @			All kWh @	
	Super Peak	On Peak	Off Peak	On Peak	Off Peak
SC No. 2 Secondary	11.212 ¢/kWh	5.606 ¢/kWh	2.803 ¢/kWh	4.696 ¢/kWh	2.348 ¢/kWh
SC No. 2 Primary	6.880 ¢/kWh	3.440 ¢/kWh	1.720 ¢/kWh	2.581 ¢/kWh	1.291 ¢/kWh
SC No. 3	7.629 ¢/kWh	3.815 ¢/kWh	1.907 ¢/kWh	2.889 ¢/kWh	1.444 ¢/kWh
SC No. 9 Primary	6.355 ¢/kWh	3.177 ¢/kWh	1.589 ¢/kWh	1.892 ¢/kWh	0.946 ¢/kWh
SC No. 9 Substation	3.577 ¢/kWh	1.788 ¢/kWh	0.894 ¢/kWh	1.035 ¢/kWh	0.517 ¢/kWh
SC No. 9 Transmission	1.961 ¢/kWh	0.980 ¢/kWh	0.490 ¢/kWh	0.839 ¢/kWh	0.419 ¢/kWh

* June through September

P.S.C. NO. 3 ELECTRICITY
ORANGE AND ROCKLAND UTILITIES, INC.
INITIAL EFFECTIVE DATE:

LEAF: 189.16
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GENERAL INFORMATION

13. SERVICE CLASSIFICATION RIDERS (Continued)

RIDER Q (Continued)

ELECTRIC VEHICLE PHASE-IN RATES

DELIVERY CHARGES (Continued)

Tier 4: Customers with an Annual Load Factor > 20 Percent and < 25 Percent

Demand Charges (per kW)

		Summer Months*	Other Months
SC No. 2 Secondary	All kW @	\$21.09 per kW	\$14.05 per kW
SC No. 2 Primary	All kW @	\$16.81 per kW	\$10.20 per kW
SC No. 3	All kW @	\$19.95 per kW	\$12.05 per kW
SC No. 9 Primary**	All kW @	\$20.01 per kW	\$9.94 per kW
SC No. 9 Substation**	All kW @	\$14.59 per kW	\$7.06 per kW
SC No. 9 Transmission**	All kW @	\$7.35 per kW	\$5.17 per kW

** Demand charges for SC No. 9 Primary, Substation, and Transmission are applicable for the hours of 8:00 a.m. – 11:00 p.m., Monday – Friday, excluding the holidays of New Year’s Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.

Usage Charges (per kWh)

	Summer Months*			Other Months	
	All kWh @			All kWh @	
	Super Peak	On Peak	Off Peak	On Peak	Off Peak
SC No. 2 Secondary	5.606 ¢/kWh	2.803 ¢/kWh	1.402 ¢/kWh	2.348 ¢/kWh	1.174 ¢/kWh
SC No. 2 Primary	3.440 ¢/kWh	1.720 ¢/kWh	0.860 ¢/kWh	1.291 ¢/kWh	0.645 ¢/kWh
SC No. 3	3.815 ¢/kWh	1.907 ¢/kWh	0.954 ¢/kWh	1.444 ¢/kWh	0.722 ¢/kWh
SC No. 9 Primary	3.177 ¢/kWh	1.589 ¢/kWh	0.794 ¢/kWh	0.946 ¢/kWh	0.473 ¢/kWh
SC No. 9 Substation	1.788 ¢/kWh	0.894 ¢/kWh	0.447 ¢/kWh	0.517 ¢/kWh	0.259 ¢/kWh
SC No. 9 Transmission	0.980 ¢/kWh	0.490 ¢/kWh	0.245 ¢/kWh	0.419 ¢/kWh	0.210 ¢/kWh

* June through September

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GENERAL INFORMATION

13. SERVICE CLASSIFICATION RIDERS (Continued)

RIDER Q (Continued)

ELECTRIC VEHICLE PHASE-IN RATES

DEFINITION OF USAGE RATING PERIODS

Summer Usage Billing Periods (Applicable from June through September)

Summer Super Peak – 4:00 p.m. to 8:00 p.m., Monday through Friday, excluding holidays
Summer On Peak – 8:00 a.m. to 4:00 p.m. and 8 p.m. to 11 p.m., Monday through Friday, except holidays
Summer Off Peak – all other hours and days from June through September

Winter Usage Billing Period (Applicable October through May)

Winter On Peak – 8:00 a.m. through 11:00 p.m. Monday through Friday, excluding holidays
Off Peak – all other hours and days from October through May

For purposes of this section holidays are: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day

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13. SERVICE CLASSIFICATION RIDERS (Continued)

RIDER Q (Continued)

ELECTRIC VEHICLE PHASE-IN RATES

CUSTOMERS WITH AN ANNUAL LOAD FACTOR \geq 25 PERCENT

Customers with an Annual Load Factor of 25 percent or greater shall pay the Standard Delivery Charges as specified in SC Nos. 2, 3, or 9 until such time the Annual Load Factor is less than 25 percent, at which time the customer will be placed on the applicable EV Phase-In Rate Tier.

To the extent that the Annual Load Factor of a customer is 25 percent or greater for four consecutive measurement periods (i.e., a two year period), such customer will no longer be eligible for this Rider. Such customer may have the ability to opt back onto Rider Q if it can be demonstrated to the Company that there has been a change to the number or type of EV chargers associated with the account and the customer has a Charging Ratio of at least 50 percent.

INCREASE IN RATES AND CHARGES

All rates and charges for service under this Rider will be increased pursuant to General Information Section No. 19.

RESTRICTIONS AS TO THE AVAILABILITY OF THIS RIDER

Service will not be provided under this Rider as follows: (a) to customers served under Riders C or H; (b) to customers participating in the Company's DCFC per-plug incentive ("PPI") program; and (c) to customers receiving the Public DCFC Demand Charge Rebate described in General Information Section No. 7.22.