STATE OF NEW YORK

PUBLIC SERVICE COMMISSION

Case No. 09-E-0115 *Proceeding on Motion of the Commission to Consider Demand Response Initiatives*

Case No. 10-E-0229 *Petition of Consolidated Edison Company of New York, Inc. for Approval of Direct Load Control Program*

Case No. 08-E-1463 *Tariff Amendments to Make Various Revisions to Rider U – Distribution Load Relief Program (DLRP) in Compliance with Commission Order Issued April 8, 2009 in this Case*

Case No. 15-E-0570 *Tariff filing by Consolidated Edison Company of New York, Inc. to Revise its Commercial Demand Response Programs*

Case No. 14-E-0423 *Proceeding on Motion of the Commission to Develop Dynamic Load Management Programs*

CONSOLIDATED EDISON COMPANY OF NEW YORK, INC. REPORT ON PROGRAM PERFORMANCE AND COST EFFECTIVENESS OF DEMAND RESPONSE PROGRAMS - 2025

Filed November 17, 2025

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1. Executive Summary

Consolidated Edison Company of New York, Inc. ("Con Edison" or the "Company") reports on the performance of its Demand Response ("DR") programs pursuant to the New York State Public Service Commission's ("Commission" or "PSC") October 23, 2009 Demand Response Programs Order.[1]

This report summarizes the performance of five Con Edison DR programs in the 2025 Capability Period, which spans May through September. Program summaries are organized in this report across three Riders, in accordance with the way the programs are presented in the Company's electric tariff:

- Rider T
  - Commercial System Relief Program ("CSRP");
  - Distribution Load Relief Program ("DLRP");
- Rider AC – Direct Load Management ("DLM") Program
  - Auto-DLM;
  - Term-DLM; and
- Rider L – Direct Load Control Program ("DLC" or "DLC Program")[2] through the Bring Your Own Thermostat ("BYOT") program.

[1] Case 09-E-0115, *Proceeding on Motion of the Commission to Consider Demand Response Initiatives* ("2009 DR Proceeding"), Order Adopting in Part and Modifying in Part Con Edison's Proposed Demand Response Programs (issued October 23, 2009), p. 25-26. On April 20, 2018 the Commission ordered the Company to amend the filing date from December 1 of each year to November 15 of each year. *See*, Case 17-E-0741, *Petition of Consolidated Edison Company of New York, Inc. for Approval of Changes to Commercial Demand Response Programs with Associated Tariff Amendments*, Order Approving Changes to Commercial Demand Response Programs with Modifications (issued April 20, 2018), p. 11 ("October 2009 Order").

[2] The Commission directed that the DLC evaluation be included as part of the Company's evaluation of its demand response programs in Case 10-E-0229, *Petition of Consolidated Edison Company of New York, Inc. for Approval of Direct Load Control Program,* Staff Recommends Approval of the Continuation of the Company's Direct Load Control Program as Described in this Memorandum – Approved as Recommended and So Ordered (issued September 22, 2010), p. 10. While not required to do so, the Company has included DLRP in this report to provide the Commission with a comprehensive assessment of its DR programs. Rider T now includes CSRP and DLRP, combined from Rider S and Rider U, respectively, as per Case 15-E-0570, *Tariff Filing by Consolidated Edison Company of New York, Inc. to revise its Commercial Demand Response Programs,* Order Approving Tariff Amendments (issued January 27, 2016). The Company did not discuss the Critical Peak Rebate Program (CPRP) here because the Commission, in a subsequent order, allowed the Company to eliminate the CPRP and create a voluntary CSRP option for existing CPRP large customers. *See*, 2009 DR Proceeding, Order Adopting with Modifications Tariff Amendments Related to Demand Response Programs (issued March 15, 2012) ("2012 DR Order"), p. 9.

The report also reviews distinctive participant groups including Service Class ("SC") 11, New York Power Authority ("NYPA"), and Value of Distributed Energy Resources ("VDER").[3]

Performance across DR programs in the 2025 Capability Period including Year-over-Year ("YoY") comparisons between 2025 and 2024 data is summarized below in Table 1:

Table 1: Summary of 2025 Program Performance[4,5]

Program Name	2025 Total Customers Enrolled	YoY Customer Enrollment Growth	2025 Total MW Enrolled[6]	YoY MW Enrollment Growth	2025 MW Load Reduction [7]	MW Load Reduction Growth
CSRP	46,378	14%	445.92	-4%	333.07	2%
DLRP[8]	45,502	18%	448.65	-5%	329.66	-12%
Auto-DLM	6	50%	18.83	64%	20.68	61%
Term-DLM	142	-80%	20.88	2%	35.33	9%
BYOT	24,553	2%	20.78	-24%	17.98	-15%
Total	**116,581**	**12%**	**955.06**	**-4%**	**736.72**	**-4%**

In 2025, the Company saw decreases in its CSRP and DLRP programs. Newly effective emissions regulations, adopted by the New York State Department of Conservation, limited participation from fossil fuel generators.[9] Approximately 36 MW of generators unenrolled from

[3] As required by the Commission's March 15, 2012 Order, authorities accepted Service Class 11 buy-back service DR export capacity as load relief during peak shaving and contingency events beginning in 2012. *See*, 2009 DR Proceeding, 2012 DR Order.

[4] YoY growth is a comparison between 2025 program data and 2024 program data located in Con Edison's 2024 Annual Report, published November 15, 2024. *See*, Case 14-E-0423, *Proceeding on Motion of the Commission to Develop Dynamic Load Management Programs* ("DLM Proceeding"), Con Edison 2024 DR Annual Report (filed November 15, 2024).

[5] Table 1 provides a summary of all participation over the entire summer. Differences between the program summary table and the event summaries in the respective program sections below are due to customers going inactive ("Final") before the test or event, as well as new enrollments during the season through the voluntary payment option.

[6] "Enrolled" is defined as the total pledged MW, without adjusting for performance factor.

[7] "Load reductions" reflect actual performance. These results will be further validated as 2025 settlements are finalized.

[8] DLRP MW Enrolled represents DLRP weekday pledges. In 2021, DLRP began allowing different pledge amounts for weekdays and weekends to meet the need for flexibility. Participants' weekend load relief pledge is required to be at least 25 percent of the participant's weekday load relief pledge. *See*, Case 20-E-0547, *Petition of Consolidated Edison Company of New York, Inc. for Approval of Changes to Commercial Demand Response Programs* ("2020 Con Edison DR Proceeding"), Order Adopting in Part, Modifying in Part, and Rejecting in Part Commercial Demand Response Program Changes (issued March 22, 2021) ("2021 Order"), p. 16.

[9] Official Compilation of Codes, Rules and Regulations of the State of New York, *Title 6. Department of Environmental Conservation Chapter III. Air Resources Subchapter A. Prevention and Control of Air Pollution Part 222. Distributed Generation Sources* ("6 NYCRR Part 222").

the Rider T programs in 2025. Additionally, 35 large curtailment customers pledging 8 MW, which utilized co-located fossil fuel backup generation in 2024, unenrolled from the programs.

The Company's 2022 rollout of advanced metering infrastructure ("AMI") expanded DR program eligibility to include all customers. To further support DR customer participation in 2025, Con Edison expanded its marketing campaigns and other initiatives, including launching multiple email and direct mail campaigns, as well as highlighting DR rewards programs alongside other customer incentive programs on a newly designed Con Edison website. The Company generated new customer leads through industry meetings and trade shows, branded merchandise, such as bookmarks provided to local libraries, flyers at industry booths, targeted emails with sentiment testing, a promoted social media video to encourage pre-season enrollment, phone calls with prospective commercial and multifamily customers, and on-bill messaging to 3.1 million residential customers in the Company's service territory.

Additionally, the Company attended several conferences including the Peak Load Management Alliance's Spring meeting where the Company marketed to potential aggregators, the Solar + Storage Summit where the team had a booth and distributed flyers alongside other Company programs, and the Cooperative Expo in New York where the team connected with prospective housing cooperative owners and prospective enrollees alongside other programs for electric vehicles and multifamily customers. Collaborating with its extensive aggregator network continues to help the Company advance outreach and develop cobranded marketing.

As Con Edison looks ahead to 2026, the Company is continuing to refine how it connects customers with its DR programs through targeted outreach and engagement efforts to strengthen customer awareness and participation. Efforts under consideration include partnerships with local organizations and aggregators and expanded digital engagement to make enrollment easier and more accessible.

In the last year, Con Edison implemented the following program changes for its Rider T programs:[10]

- enabled automatic rollover for aggregator and direct enrollments from one Capability Period to the next;
- removed the minimum pledge requirement of 50 kW of load relief for sub-aggregations; and

[10] DLM Proceeding, Order Addressing Dynamic Load Management Program Modifications (issued April 25, 2025).

- enabled the calling of DLRP events at any time within a 24-hour period by extending the program's voluntary event period.

Furthermore, the Company enabled BYOT customers to co-enroll in the New York Independent System Operator's Special Case Resources ("SCR") Program.[11]

[11] DLM Proceeding, Order Approving Dual Participation in Bring Your Own Thermostat and Special Case Resource Programs (issued July 18, 2025).

2. Introduction

Con Edison offers five DR programs which target load relief to support distribution system peak shaving and operational support during distribution system contingencies. The five programs are summarized in Table 2 below.

Table 2: Demand Response Programs Summary

	Program	Description	Event Triggers
Rider T	CSRP	Peak-shaving program activated across the Company's service territory to reduce demand during a customer's network-based Response Window.[12] Advisory with a minimum of 21 hours of notice before a Planned Event.	Triggered when the day-ahead and the same-day forecasted load is at least 92% of the Company's forecasted summer system peak, or the day-ahead and same-day forecasted Temperature Variable ("TV") is forecasted to exceed 84 degrees.[13] If the forecasted load is revised below these triggers, the event can be cancelled up to two hours before its start. An Unplanned Event can occur if the Company requests load relief: (a) on less than 21 hours' notice; (b) for hours outside of contracted hours; or (c) when, in the Company's judgment, a network needs load relief.
	DLRP	Contingency program providing network-level load relief to prevent or mitigate critical situations on the distribution system.	Triggered if the next contingency on the network would result in a Condition Yellow or if a voltage reduction of at least five percent has been ordered. A Condition Yellow is declared when the next contingency (excluding substation breaker failure) will either result in an outage to more than 15,000 customers or in electric distribution equipment being loaded above emergency ratings.
Rider AC	Term-DLM	Peak-shaving program activated across the Company's service territory. Advisory with a minimum of 21 hours of notice for an event. Events are 4-hours and align with CSRP Response Windows.	Triggered optionally when the day-ahead and same-day forecasted load is at least 88% of the Company's forecasted summer system peak. Mandatory trigger to request load relief when forecasted load is at least 92% of the Company's forecasted summer system peak. If the forecasted load is revised below these triggers, the event can be cancelled up to two hours before its start.
	Auto-DLM	Network contingency program whose customers also provide peak shaving	Called by the Company to reduce strain on local distribution networks (defined to include load areas) when contingencies or certain emergency conditions occur. Auto-DLM customers are required to

[12] Per the Company's Rider T Tariff, "Response Window" means a) the six-hour period including the four Contracted Hours, the hour prior to the Contracted Hours and the hour following the Contracted Hours for Networks with extended peaks as listed on the Company's website or b) the four Contracted Hours for all remaining Networks. Details on 2025 networks operating with six-hour Response Windows is in the "Six-hour Response Window" section.

[13] In 2021, the program Advisories for CSRP Planned Events expanded to include Temperature Variable. *See,* 2020 Con Edison DR Proceeding, 2021 Order, p. 16.

		by participating in Term-DLM events when called.	participate in Term-DLM events unless called for a separate Auto-DLM event on the same day.
Rider L	BYOT	Peak shaving and network contingency program. Customers include Residential and SMB customers with eligible smart thermostats.	Called during peak shaving and network contingency events across the Company's DR programs to reduce system load during critical periods.

The Commission established two distinct pathways for customer participation in its DR programs reflecting different levels of customer engagement and automation. Rider T and Rider AC programs rely on interval meter data and baseline calculations, aligning with the Commission's market-based participation pathway in which customers actively manage their energy use, respond to market signals, and earn performance-based compensation. The Rider L Direct Load Control program is a low-intervention, prescriptive pathway designed for mass-market customers offering automated load relief using Wi-Fi enabled smart thermostats to control air conditioning during DR events.[14] Together, these pathways support the Commission's objective to expand participation and optimize grid flexibility in Demand Response.

Within the Rider T market-based pathway, CSRP and DLRP are performance-based DR programs that offer fixed monthly reservation incentive rates to customers who can enroll directly or through an aggregator to provide load relief. Term- and Auto-DLM are programs under Rider AC in which aggregators can sign multi-year contracts to provide load relief at a fixed dollar per kW value of compensation ("Incentive Rate") determined through a competitive procurement process.[15] Collectively, these programs engage customers who are capable of achieving pledged reductions amount by curtailing load or shifting load to off peak hours. These programs are open to both large commercial and smaller customers, including direct metered residential customers. The number of aggregators and direct enrollees actively participating under Rider T and Rider AC programs remained the same in 2025 at 36.

Performance for each program during the 2025 Capability Period is assessed based upon data from both test events and actual events. Load reductions in CSRP, DLRP, Term-DLM, and

[14] Case 10-E-0229, *Petition of Consolidated Edison Company of New York, Inc. for Approval of Direct Load Control Program*, Order Regarding Direct Load Control Program (issued September 22, 2010).
[15] CSRP, DLRP, Term-DLM and Auto-DLM customer eligibility is defined by the capability to curtail load or use on-site generation to reduce demand, or increasing export for qualifying facilities, by at least 50 kW, either individually or through aggregators that collectively meet the minimum threshold.

Auto-DLM programs are measured using a Customer Baseline Load ("CBL")[16] methodology, which estimates a customer's load level had there been no event. The difference between the CBL and the actual load determines the achieved performance. For non-residential customers, the weather adjusted CBL allows for an increase or decrease of up to 20 percent from that of an average day assumption to account for the weather on the day of the event.[17] The Company can increase this variation range at its discretion if certain criteria are met.[18] In 2025, the Company raised the baseline cap from 1.2 to 1.8 for all June events and two July events, more accurately predicting customer load behavior and reflecting a more realistic estimate of what customer consumption would look like under typical weather conditions.

[16] Customer Baseline Load methodology is available on the Con Edison Demand Response website. *See*, https://www.coned.com/-/media/files/coned/documents/save-energy-money/rebates-incentives-tax-credits/smart-usage-rewards/customer-baseline-load-procedure.pdf?la=en

[17] For residential customers this adjustment is up to 80 percent.

[18] Rider T Program Guidelines. *See*, https://www.coned.com/-/media/files/coned/documents/save-energy-money/rebates-incentives-tax-credits/smart-usage-rewards/smart-usage-program-guidelines.pdf

3. Rider T

The following section of the report focused on the Company's Rider T programs (CSRP and DLRP) and their performance during the 2025 Capability Period.

3.1 Commercial System Relief Program (CSRP)

CSRP is a peak-shaving program open to customers throughout the Company's service territory who can curtail or shift load, or use on-site generation to reduce their demand, or increase export for qualifying facilities. In 2025, Con Edison enrolled 445.92 MW in CSRP.[19]

CSRP has a mandatory ("Reservation Payment Option") and a voluntary ("Voluntary Option") enrollment option, with separate obligations and incentive rates. Participant payment under both options for CSRP is shown in Table 3.

Table 3: CSRP Payment Structure

Enrollment Option	Enrollment Location	Monthly Reservation Payment[20]	Event Type	Performance Payment for Energy Reduced During Events
Reservation Payment Option	Staten Island, Westchester	$6 / kW	Planned	$1 / kWh
			Unplanned	$6 / kWh
	Brooklyn, Bronx, Manhattan, Queens	$18 / kW	Planned	$1 / kWh
			Unplanned	$6 / kWh
Voluntary Option	All	N/A	Planned	$3 / kWh
			Unplanned	$10 / kWh

Participants must respond to a CSRP Test Event(s) for one hour and Planned Events for four hours within their fixed Response Window. Each participant's Response Window is determined based on their location. The four-hour Response Window blocks are 11 AM-3 PM, 2 PM-6 PM, 4 PM-8 PM, and 7 PM-11 PM.

CSRP limits diesel generators to a 20 percent enrollment cap, accepted on a first-come, first-served basis. Fossil fuel generation participation in the program is restricted based on NOx

[19] With rounding, 438.16 MW enrolled through the CSRP Reservation Payment Option. An additional 3,489 customers enrolled 7.76 MW of load relief through the Voluntary Option.
[20] During a Capability Period that includes five or more Planned Events, the reservation payment increases by $5 per kW per month, beginning with the first month with five or more program-year cumulative Planned Events in the network.

emissions and model year vintage.[21] Enrolled MW decreased by 19.77 MW based on the updated compliance requirements for older diesel and natural gas lean-burn generators.

Events and Test Summary

The Company called six CSRP Planned Events during the 2025 Capability Period. Compared to 2024, the average MW performance for CSRP across events increased 2 percent, from 326.68 MW to 333.07 MW. The average performance factor for CSRP events increased from 71 percent in 2024 to 75 percent in 2025, with performance varying by network from 24 percent to 423 percent.[22] Based on the actual and forecasted dispatch triggers, no additional CSRP events would have been projected for 2025 assuming weekend availability.

Summaries of CSRP event results are shown in Table 4. A more detailed summary can be found in Appendix A: CSRP Event Performance Data.

Table 4: CSRP Summary by Day

Test or Event	Date	Customers Enrolled	MW Enrolled	MW Reduction Achieved	Performance Factor Achieved
Planned	06/23/2025	43,372	443.68	407.50	92%
Planned	06/24/2025	43,456	443.73	378.24	85%
Planned	06/25/2025	43,346	443.70	362.28	82%
Planned	07/17/2025	43,640	444.00	264.99	60%
Planned	07/29/2025	43,635	444.05	300.82	68%
Planned	07/30/2025	43,596	444.07	284.62	64%
Average		**43,508**	**443.87**	**333.07**	**75%**

Network Impacts

The goal of CSRP is to reduce network peak load during the hottest days of the year, when demand is at its highest levels. To assess the potential impact of CSRP at the network level, the Company analyzed the Reservation Payment Option load relief in each network. The percentage of total peak demand reduced across all networks and Response Windows, compared

[21] Generators must have New York State Department of Environmental Conservation permits, or diesel-fired and natural gas lean-burn generating equipment with a model year older than 2000 that is used to provide load relief in CSRP or DLRP programs and requires written certification by a professional engineer attesting to the accuracy of all generation-related information contained in the application, including the NOx emission level at no more than 2.96 lb/MWh, aligning with 6 NYCRR Part 222.

[22] For performance data by network, refer to Appendix A for CSRP Event Performance Data and Appendix C for DLRP Event Performance Data. The Freedom Network includes a single customer that achieved performance equal to 423 percent of its enrolled MW.

to the peak hourly load observed in each network during 2025, decreased from 3.25 percent in 2024 to 2.70 percent in 2025. This decrease was the result of higher peak loads in the networks throughout the service territory caused by higher temperatures in 2025 compared to 2024. Table 5 shows the average decrease in each network's peak demand, by Response Window. Appendix B details program performance and network impacts as a percentage of network peaks for enrolled and achieved reductions. The Company uses this data to communicate expected event performance with system operators during future capability periods.

Table 5: Summary of CSRP Reservation Payment Option Enrolled and Achieved Impact

Response Window	Average MW Enrolled	Average MW Reduction Achieved	Performance Factor Achieved	Response Window Peak Demand (MW)	CSRP Impact on Peak Demand (% of ResponseWindow Peak)
11AM-03PM	174.48	148.14	85%	2,070	7.16%
02PM-06PM	109.63	85.24	78%	3,392	2.51%
04PM-08PM	154.05	97.71	63%	6,789	1.44%
07PM-11PM	0.00	0.00	0%	0	0.00%
Total	**438.16**	**331.09**	**76%**	**12,252**	**2.70%**

Six-Hour Response Window

In 2023, the Company established six-hour Response Windows in select networks with longer peaks to manage peak demands before and after events due to pre-cooling and snapback usage.[23] Specifically, Con Edison added four six-hour Response Windows: 10 AM-4 PM, 1 PM-7 PM, 3 PM-9 PM, and 6 PM-12 AM. Customers can respond to DR events for any four consecutive hours within the six-hour Response Window, creating a staggered pattern with overlap in the middle hours that effectively spreads out participation and smooths load relief in these longer-peaking networks. The Company selected 13 networks for this designation for 2025.

Load reductions for networks with extended Response Windows are calculated using the highest hourly relief during any four consecutive hours within the six-hour window. Customers can earn extra Performance Payments by participating for more than four hours during the Response Window. Table 6 summarizes the performance of these select networks spread across the extended six-hour Response Window, showing that the peak hour varies widely across the

[23] DLM Proceeding, Order Directing Dynamic Load Management Program Changes (issued April 21, 2023).

six-hour window in the 13 networks. Green cells highlight the highest average MW reduction within the Response Window.

Table 6: Summary of 6-Hour Response Windows

Network Name	6 Hour Response Window	# of Customers	Average MW Reductions					
			Event Hour 1	Event Hour 2	Event Hour 3	Event Hour 4	Event Hour 5	Event Hour 6
Canal	10AM-04PM	120	0.98	1.36	1.64	1.68	2.09	2.28
Chelsea	10AM-04PM	768	2.67	3.37	4.18	4.18	4.19	4.05
Freedom	10AM-04PM	1	1.54	1.62	4.02	4.24	4.33	4.33
Grand Central	10AM-04PM	199	4.64	7.71	14.05	14.00	14.09	14.21
Greenwich	01PM-07PM	153	0.09	0.15	0.16	0.16	0.16	0.14
Hudson	10AM-04PM	639	0.93	1.30	1.59	1.75	1.81	1.97
Hunter	10AM-04PM	31	0.68	2.25	2.76	2.90	2.77	2.73
Kips Bay	10AM-04PM	424	8.44	11.21	13.20	13.57	13.42	13.51
Plaza	10AM-04PM	176	2.84	4.02	5.98	6.26	6.75	7.17
Richmond Hill	03PM-09PM	889	4.91	5.27	4.82	4.35	4.01	3.20
Rockefeller Center	10AM-04PM	33	3.27	4.14	5.20	4.78	4.99	5.33
Sheridan Square	01PM-07PM	569	1.67	2.44	3.02	2.75	2.32	1.61
Turtle Bay	10AM-04PM	23	2.49	4.77	5.68	6.03	6.02	5.94

Costs

Total CSRP costs for the 2025 program year were $38,097,904, marking a 31 percent increase from the 2024 cost of $29,040,100.[24] The vast majority (99%) of program costs in 2025 are Reservation and Performance payments to program participants. Table 7 summarizes the costs, by component, associated with CSRP in 2025.

Table 7: CSRP Cost Components for the 2025 Program Year[25]

Component	Cost	Percentage
Reservation and Performance Payments	$37,727,653	99.03%

[24] The increase in program costs is the result of higher customer performance during CSRP events in 2025 leading to higher incentive payments. Specifically, June CSRP reservation payments increased approximately $6 million from 2024 driven by the 86% average performance factor seen in CSRP events that month, which is significantly higher than the 71% average in 2024.

[25] Includes estimated incentive payments. Settlements have not been finalized as of November 2025.

Program Administration[26]	$7,734	0.02%
M&V	$365	0.00%
Marketing	$53,792	0.14%
Technology	$308,359	0.81%
Total Program Costs	**$38,097,904**	**100%**

Assessment of Program Growth

In 2025, Reservation Payment Option enrolled MW decreased by 4 percent and the achieved MW load reductions increased by 3 percent as compared to 2024. Table 8 shows reservation program enrollment changes that occurred in 2025.

Table 8: CSRP Reservation Payment Option Enrollment by Response Window and System-Wide

Response Window	2024 MW Enrolled	2025 MW Enrolled	2025 vs 2024 Change in MW Enrolled	2024 MW Load Reduction	2025 MW Load Reduction	2025 vs 2024 Change in MW Load Reduction
11AM-03PM	145.54	174.48	20%	106.08	148.14	40%
02PM-06PM	158.19	109.63	-31%	111.81	85.24	-24%
04PM-08PM	143.71	154.05	7%	96.23	97.71	2%
07PM-11PM	8.97	0	-100%	7.36	0	-100%
All Networks	**456.41**	**438.16**	**-4%**	**321.48**	**331.09**	**3%**

The modest increase in MW load reduction in 2025 compared to 2024 is attributed to several factors.[27] The average TV over the five business days preceding CSRP Planned Events in 2025 was 71.4 degrees, compared to 81.4 degrees in 2024. Customer usage remained low in the 30 days preceding the first June 2025 heat wave, with an average TV of 66 degrees. The first event day TV was 84.2 degrees, creating a significant differential that warranted a higher weather

[26] Costs for the Con Edison staff salary and overhead associated with CSRP management and support are embedded in base rates, and not directly collected as part of CSRP costs. They are not included in the program costs presented. However, these costs are included in the SCT analysis for this program.
[27] For the 2025 Capability Period, the Company continued with the high demand check, limiting a customer's pledged load relief to 50 percent of their historical peak usage unless they provide justification for a higher pledge, ensuring more accurate pledges for the Capability Period.

adjustment factor. This adjustment appropriately accounted for elevated cooling demand under hotter conditions and resulted in higher measured load relief from participating customers. The higher and more sustained temperatures likely increased system load, providing greater opportunity for load reduction during event hours. Some customers may have been better prepared to respond due to the timing of events earlier in the season, while others faced operational or comfort constraints during consecutive events which may have limited their participation.

Growth in the number of total enrolled customers increased by 14 percent in 2025, primarily driven by residential customers. This increase can be attributed to a variety of factors including additional outreach through in-person events, expanded email campaigns, and on-bill messaging. The Company engaged in new, direct marketing initiatives across multiple customer segments including direct mail postcards to residential battery and small business customers and a social media video encouraging enrollment as the weather warmed. Con Edison engaged with customers in the battery and solar, residential, multi-family, C&I, and SMB segments. Residential and SMB customers received additional emails in preparation for the summer months. The Company attended industry expos and conferences throughout its service territory to promote the programs to customers. Additionally, the Company emailed new educational materials to encourage prospective customers to enroll in the Company's DR programs and directed customers toward participating aggregators.

Customer retention increased to 91 percent between 2024 and 2025, demonstrating sustained engagement and confidence in the program. Customer retention was 74 percent between 2023 and 2024. The long track record of CSRP provides customers and aggregators with program familiarity and a demonstrated track record of success that can be relied upon to build confidence in their participation. The Company expects continued growth in CSRP as newly eligible customers are introduced to a well-established program.

Distinctive Participant Groups in CSRP

Participation in CSRP reflects a diverse mix of customer segments contributing to load relief. Larger-capacity groups drive substantial reductions, while mass-market segments present opportunities for targeted engagement and growth. Table 9 shows how these distinctive participant groups performed in CSRP in 2025.

Table 9: Distinctive Participant Groups in CSRP

Customer Type	Average Customers Enrolled	Average MW Enrolled	Average MW Reduction Achieved	Performance Factor Achieved
Residential	35,577	31.59	11.74	37%
SMB	2,496	6.02	0.50	8%
Multifamily	456	14.16	2.96	21%
C&I	4,277	282.51	221.84	79%
NYPA[28]	648	77.31	77.30	100%
SC-11	11	26.70	14	52%
VDER[29]	42	5.58	4.90	88%
Total	**43,508**	**443.87**	**333.07**	**75%**

3.2 Distribution Load Relief Program (DLRP)

DLRP is a network contingency program applicable to individual customers and aggregators with events called by the Company to reduce strain on local distribution networks when contingencies or emergency conditions occur on the distribution grid. In 2025, DLRP enrolled 448.65 MW.[30] DLRP has a Reservation Payment Option and Voluntary Option for enrollment with separate obligations and incentive rates. Participant payment under both options for DLRP is shown in Table 10.

Table 10: DLRP Payment Structure

Enrollment Option	Enrollment Location	Monthly Reservation Payment[31]	Event Type	Performance Payment for Energy Reduced During Events
Reservation Payment Option	Tier 1 Networks	$18 / kW	Contingency	$1 / kWh
			Immediate	$1 / kWh
	Tier 2 Networks	$25 / kW	Contingency	$1 / kWh
			Immediate	$1 / kWh
Voluntary Option	All	N/A	Contingency	$3 / kWh
			Immediate	$3 / kWh

[28] Several different aggregators enrolled NYPA accounts in the Company's DR programs.
[29] Value of Distributed Energy Resources ("VDER") are value stack customers.
[30] With rounding, the Reservation Payment Option for DLRP enrolled 441.44 MW. Additionally, the Voluntary Option enrolled 7.21 MW, pledged by 3,516 customers.
[31] During a Capability Period that includes five or more Contingency or Immediate Events, the reservation payment increases by $5 per kW per month, beginning with the first month in which there five or more program-year cumulative Contingency or Immediate Events occur in the network.

Most of the Company's networks are classified as Tier 1. Ten Tier 2 networks were identified as higher priority and in need of additional demand reduction resources.[32]

Like CSRP, DLRP limits diesel generator enrollment to a 20 percent enrollment cap, accepted on a first-come, first-served basis. Enrolled MW decreased by 16.3 MW because of updated compliance requirements for older diesel and natural gas lean-burn generators.

Events and Test Summary

The Company called 37 DLRP events during the 2025 Capability Period, compared to 31 DLRP events called in 2024. Additionally, Reservation and Voluntary Payment Option customers participated in a two-hour test event on July 16, 2025, from 4:00 PM to 6:00 PM. Testing the entire DLRP portfolio offers the most reliable indication of customer performance across the program, although its two-hour duration differs from the four to six-hour period used for actual events. The test event is used to assess the performance of all networks in the program including resources in networks that may not get called for an event during the season. The test event achieved a performance factor of approximately 74 percent, which is lower than the 80 percent performance factor from 2024. Test event performance data is summarized in Table 11.

Table 11: DLRP Test Summary by Tier

Networks	Date	Hours	Customers Enrolled	MW Enrolled	MW Reduction Achieved	Performance Factor Achieved
Tier 1	7/16/2025	4:00 PM – 6:00 PM	34,710	397.01	289.40	73%
Tier 2	7/16/2025	4:00 PM – 6:00 PM	8,155	50.70	40.26	79%
Total	**7/16/2025**	**4:00 PM – 6:00 PM**	**42,865**	**447.71**	**329.66**	**74%**

The Company called network-level DLRP events across multiple networks throughout the region in June and July to support network contingencies. Detailed DLRP event data is included in Appendix C: DLRP Event Performance Data.

[32] On April 20, 2018, the Commission ordered the Company to modify the definition of Tier 2 networks from a 5-year rolling average to a 3-year rolling average to better reflect the current state of the distribution electric system. *See*, Case 17-E-0741, *Petition of Consolidated Edison Company of New York, Inc. for Approval of Changes to Commercial Demand Response Programs with Associated Tariff Amendments*, Order Approving Changes to Commercial Demand Response Programs with Modifications (issued April 20, 2018), p. 11.

DLRP event performance has high variance, in part because the program has no fixed response windows, there is shorter notice prior to events, and the number of customers called varies by network called. Due to these factors, network event performance ranged from 0.00 MW reduced to 19.38 MW reduced, and performance factor ranged from 0 percent to 284 percent. In networks where a few customers account for a large portion of the total pledged reduction, the overall performance is impacted by the performance of a single customer or a small number of customers.

Network Impacts

The Company assessed potential impacts of DLRP at the network level by analyzing participation data for customers enrolled in the Reservation Payment Option in each network. Table 12 summarizes performance data for Tier 1 networks, Tier 2 networks, and system-wide. Appendix D: DLRP Enrolled and Achieved Network Impacts details program performance and network impacts as a percentage of network peaks for enrolled and achieved reductions. The average achieved load reduction as a percentage of network peaks decreased slightly in 2025 to approximately 2.69 percent, compared to 3.18 percent achieved in 2024.

Table 12: Summary of DLRP Reservation Payment Option Enrolled and Achieved Impact[33]

Network Tier	Enrolled MW	MW Load Reduction[34]	MW Peak Demand	DLRP Impact
Tier 1 Networks	392.31	288.96	9,663	2.99%
Tier 2 Networks	49.13	40.02	2,589	1.55%
All Networks / Load Areas	**441.44**	**328.98**	**12,252**	**2.69%**

Costs

Total DLRP costs for the 2025 program year were $27,534,467, a 4.3 percent decrease from the 2024 program cost of $28,778,000. The vast majority (99%) of the

[33] Values in the table may not sum due to rounding.
[34] Data calculated using 2025 DLRP Test Performance.

program costs in 2025 came from Reservation and Performance payments to program participants. Table 13 summarizes the costs, by component, associated with DLRP in 2025.

Table 13: DLRP Cost Components for 2025 Program Year[35]

Component	Cost	Percentage
Reservation and Performance Payments	$27,172,525	98.69%
Program Administration	$459	0.00%
M&V	$365	0.00%
Marketing	$52,760	0.19%
Technology	$308,359	1.12%
Total Program Costs	$27,534,467	100%

Assessment of Program Growth

In 2025, Reservation Payment Option DLRP increased in the number of customers participating and decreased in the total MW enrolled compared with 2024. Table 14 shows program enrollment changes that occurred in 2025. Reservation Payment Option Load Reduction MW across all response windows decreased by 10.59 percent from 367.94 MW in 2024 to 328.98 MW in 2025. This decrease is due to new limitations on the NOx levels for generators.[36] Additionally, customer fatigue likely influenced performance, as June and July had consistently high TVs between heat waves, and customers participated in multiple CSRP events.

Table 14: DLRP Reservation Payment Option Enrollment by Tier and System-Wide

Network Tier	2024 MW Enrolled	2025 MW Enrolled	2025 vs. 2024 Change in MW Enrolled	2024 MW Load Reduction	2025 MW Load Reduction	2025 vs. 2024 Change in MW Load Reduced
Tier 1	385.70	392.31	1.71%	313.30	288.96	-7.77%
Tier 2	75.98	49.13	-35.34%	54.64	40.02	-26.76%
Total	**461.68**	**441.44**	**-4.38%**	**367.94**	**328.98**	**-10.59%**

[35] Includes estimated incentive payments. Settlements have not been finalized as of November 2025.
[36] 6 NYCRR Part 222.

Growth in the number of total enrolled customers increased by 18 percent in 2025, primarily driven by residential customers. 2025 DLRP growth benefitted from coordinated outreach and marketing efforts implemented across Rider T programs with CSRP including shared messaging, aggregator partnerships, and customer engagement strategies strengthened participation across both reservation and distribution-level programs. DLRP continues to benefit from the program stability, customer familiarity, and strong aggregator network developed under Rider T.

Distinctive Participant Groups in DLRP

Participation in DLRP reflects a diverse mix of customer segments contributing to load relief. Like CSRP, larger-capacity groups drive reductions, while smaller segments present opportunities for targeted engagement and growth. Table 15 shows a breakdown of these distinctive participant groups.

Table 15: Distinctive Participant Groups in DLRP

Customer Type	Customers Enrolled	MW Enrolled	MW Reduction Achieved	Performance Factor Achieved
Residential	34,725	31.31	17.40	56%
SMB	2,590	6.52	0.63	10%
Multifamily	472	14.58	4.44	30%
C&I	4,388	293.18	207.98	71%
NYPA	632	69.80	71.03	102%
SC-11	11	26.35	22.00	83%
VDER	47	5.97	6.17	103%
Total	**42,865**	**447.71**	**329.66**	**74%**

4. Rider AC

The following section of the report focused on the Company's Rider AC programs (Auto-DLM, Term-DLM) and their performance during the 2025 Capability Period.

4.1 Term and Auto Dynamic Load Management Programs (Term-DLM and Auto-DLM)

RFP Process & Performance

2025 marked the fifth year of the Term- and Auto-DLM programs. To participate in Term- and Auto-DLM, aggregators must bid aggregations, i.e., collections of customers in a single network, that combine to provide load relief across a set of Term- or Auto-DLM contracts starting in a particular year, known as a "Vintage Year." For each aggregation, the aggregator specifies a $ per kW incentive rate, the kW load relief they are seeking to provide, the network of participation, a three-to-five-year contract duration, and the program to enroll in (Term vs. Auto-DLM).[37]

In March 2025, the Company awarded contracts for participation set to begin in the 2026 and 2027 Capability Periods. In this most recent procurement cycle, Con Edison allowed applicants to submit bids for two consecutive vintage years, providing projects under development additional time to become operational and increasing confidence that awarded obligations will be met. This added flexibility attracted more submitted MW for the 2027 Vintage Year, and Con Edison will continue to award contracts for more than a year in advance of the initial Capability Period in future procurements. Table 16 below summarizes the submissions for 2026 and 2027 Vintage Years.

Table 16: Term- and Auto-DLM 2025 Vintage Year Procurement Results

Vintage Year	Program	Submitted Aggregations	Submitted MW	Accepted Aggregations Under Contract	Accepted MW Under Contract
2026	Auto DLM	15	44.63	0	0.00
	Term DLM	147	18.11	65	7.52
2027	Auto DLM	45	229.23	5	23.65
	Term DLM	5	22.05	0	0.00

Both Term-DLM and Auto-DLM have environmental and performance requirements and exclude onsite diesel generators from participating. Fossil fuel generation participation in the program is restricted based on emissions and model year.[38]

[37] Performance Payments for eligible Term-DLM and Auto-DLM customers are $1 per kWh.
[38] This Order aligned program nitrogen oxide ("NOx") emissions standards with updates to 6 NYCRR Part 222 which became effective on May 1, 2025. *See*, DLM Proceeding, Order Directing Dynamic Load Management Program Changes (issued March 15, 2024), p. 2.

4.2 Term-DLM

Term-DLM is a peak-shaving program available to customers throughout the Company's service territory. Participants curtail or shift load, or use on-site generation to reduce their demand (or increase export for qualifying facilities), either individually, or through aggregators. Participants must respond to a Term-DLM Event for a four-hour period, with the time of the four-hour event period dependent on the participant's location. The network peak hours align with four, four-hour time blocks: 11 AM to 3 PM, 2 PM to 6 PM, 4 PM to 8 PM, and 7 PM to 11 PM.

4.3 Auto-DLM

Auto-DLM is a peak-shaving and network contingency program available to individual customers and aggregators. Auto-DLM may be called by the Company to reduce strain on local distribution networks (defined to include load areas) during peak demand days and when grid contingencies or grid emergency conditions occur.

Enrollments

142 customers enrolled in Term-DLM in 2025 compared to 708 customers enrolled in 2024, a decrease of 80 percent. These customers pledged 20.88 MW for the program in 2025 compared to 20.4 MW in 2024. Changes in customers and MW enrolled are driven by new contracts starting while others reach the end of their term.[39]

Six customers enrolled in Auto-DLM in 2025 compared to four customers enrolled in 2024, with an 18.83 MW program pledge in 2025 compared to 11.5 MW in 2024. All customers enrolled in Auto-DLM are VDER front-of-the-meter battery energy storage systems.

Events and Test Summary

During the 2025 Capability Period, Con Edison called nine Term-DLM Planned Events

[39] Customers have the option to exit out of their contractual obligations at any time during the contract for a fee, which can impact enrollments.

across the four Term-DLM response windows, with Auto-DLM customers participating in each. The Company called one Auto-DLM test event on July 16. Additionally, the Company dispatched Auto-DLM resources three times in 2025 to mitigate local network contingencies. Performance factors for both programs ranged from 71 percent to 116 percent. Based on the actual and forecasted dispatch triggers, no additional Term-DLM events would have been projected for 2025 assuming weekend availability. Tables 17 and 18 below summarize program enrollments and performance for each event during the 2025 Capability Period.

Table 17: Term-DLM Summary by Day[40]

Date	Event Type	Customers Enrolled	MW Enrolled	MW Reductions	Performance Factor Achieved
6/23/2025	Term DLM Planned	147	39.71	32.12	81%
6/24/2025	Term DLM Planned	147	39.71	33.11	83%
6/25/2025	Term DLM Planned	147	39.71	28.34	71%
7/8/2025	Term DLM Planned	146	39.71	40.00	101%
7/17/2025	Term DLM Planned	146	39.71	34.26	86%
7/25/2025	Term DLM Planned	145	39.70	35.85	90%
7/28/2025	Term DLM Planned	145	39.70	37.54	95%
7/29/2025	Term DLM Planned	145	39.70	39.02	98%
7/30/2025	Term DLM Planned	145	39.70	37.69	95%
Average		**146**	**39.71**	**35.33**	**89%**

Table 18: Auto-DLM Summary by Day

Date	Event Type	Network	Customers Enrolled	MW Enrolled	MW Reductions	Performance Factor Achieved
6/29/2025	Auto DLM Contingency	Ridgewood	1	4.25	4.27	100%
6/30/2025	Auto DLM Contingency	Ridgewood	1	4.25	4.84	114%
7/1/2025	Auto DLM Contingency	Ridgewood	1	4.25	4.91	116%
7/16/2025	Auto DLM Test	System-Wide	6	18.83	20.68	110%

[40] Figure in Table 17 include both Term-DLM and Auto-DLM resources.

Assessment of Growth

The 2024 DLM RFP[41] procurement cycle established new contracts for Term- and Auto-DLM that went into effect during the 2025 Capability Period. Table 19 summarizes the annual change in Term- and Auto-DLM MW enrollment growth between 2024 and 2025.

Table 19: 2025 Term- & Auto- DLM Growth

Program	2024 MW Enrolled	2025 MW Enrolled	2025 vs. 2024 Change in MW Enrolled
Term DLM	20.40	20.88	2%
Auto DLM	11.50	18.83	64%

[41] Case No. 18-E-0130, *In the Matter of Energy Storage Deployment Program*, Consolidated Edison Company of New York, Inc. Request for Proposals – Dynamic Load Management Solutions to Provide Demand Side Management for Sub transmission and Distribution System Load Relief – 2024 Vintage Year (filed November 14, 2022).

5. Cost Effectiveness Summary of CSRP, DLRP, Term-DLM and Auto-DLM

The Company measures the cost effectiveness of its programs through the Societal Cost Test ("SCT")[42] derived through a Benefit-Cost Analysis ("BCA"). The SCT results for CSRP, DLRP, Term-DLM, and Auto-DLM yielded a benefit-to-cost ratio above 1.0 over a one-year period.[43]

The assumptions in the SCT analysis are:

- Program costs include costs incurred in 2025 through the end of October and estimated for November and December; and
- The benefits for the SCT calculation are quantified using the Company's BCA Handbook.[44]

[42] Freeman, Sullivan & Co., *Cost-effectiveness of CECONY Demand Response Programs*; *Prepared for Consolidated Edison Company of New York* (November 2013).
[43] Includes technology implementation costs and software capital costs.
[44] Case 16-M-0411, *In the Matter of Distributed System Implementation Plans* ("2016 DSIP Proceeding"), Con Edison Electric Benefit-Cost Analysis Handbook v5.0 (filed June 30, 2025) ("Con Edison BCA Handbook v5").

6. Rider L

Rider L, the Direct Load Control ("DLC") Program, is the direct-to-customer residential and SMB component of the Company's DR offerings. The DLC Program uses Wi-Fi enabled thermostats to control participants' air conditioning units and reduce energy demand at times of system need.

The offerings under the DLC Program are the Bring Your Own Thermostat Program ("BYOT Program") and the discontinued Company Provided Thermostat Program ("CPT Program").[45] Since 2014, the Company has offered a BYOT Program, allowing customers to enroll a thermostat through certain service providers or thermostat manufacturers. While new enrollments are no longer offered in the CPT Program, those thermostats are still called during DR events along with thermostats enrolled in the BYOT Program.

6.1 Bring Your Own Thermostat (BYOT) Program

The BYOT Program provides customers or tenants who enroll an eligible smart thermostat in the program with a one-time sign-up payment of $85 per thermostat.[46] Customers can also earn a retention incentive of $25 if they participate in 50 percent or more event hours over the course of the initial three years following their enrollment, and annually thereafter.[47]

In 2025, 24,553 customers with 37,953 thermostats were enrolled in the program as compared to 24,130 customers with 37,182 thermostats in 2024.[48] Average load reduction during system-wide peak shaving events decreased from 21.09 MW in 2024 to 17.98 MW in 2025. If the total enrolled thermostats participated in events with no opt-outs, the program has the potential to achieve approximately 20.78 MW of load reduction.

Events and Test Summary

[45] New enrollment under the CPT program was discontinued as of December 1, 2017.
[46] Customers or Tenants with central air conditioners receiving a Control Device through a Service Provider, Con Edison Electric Tariff, Leaf 213.
[47] *See,* Con Edison Smart Thermostat Website. https://www.coned.com/en/save-money/rebates-incentives-tax-credits/rebates-incentives-tax-credits-for-residential-customers/bring-your-thermostat-and-get-85.
[48] This is inclusive of all customers who were enrolled during the Capability Period (May – September). CPT customers are now considered part of the BYOT Program and participate but are not entitled to a retention incentive. There are 5,134 customers using 6,683 thermostats within this population.

During the 2025 Capability Period, the Company called a total of 27 events, 20 of which targeted specific networks, one test event, and six system-wide peak-shaving events. In 2025, the Company assessed an average energy reduction of 0.43 kW per device during peak-shaving events, which is lower than the 0.59 kW observed in 2024. Five out of the six peak-shaving events occurred on consecutive days.

The program service provider, Resideo, manages Honeywell Home, Google Nest, Emerson (Sensi), and Amazon thermostats. The demand reduction strategies used by these partners are described in Table 20. A summary of the peak-shaving events and their results is provided in Table 21.[49]

Table 20: Demand Reduction Strategies by Thermostat Manufacturer

Vendor	Demand Reduction Strategy
Google Nest	Resideo sends a signal instructing thermostats to run 3- or 4-degree setback with or without precooling.
Honeywell Home	Resideo manages CPT and new Honeywell Home thermostats. Resideo sends a signal for 50 percent cycling, instructing the thermostats to disable cooling every 15 minutes of each half hour of the event. The thermostat operates normally for the alternating 15 minutes. This occurs both with or without pre-cooling.
Emerson Sensi	Resideo sends a signal for 50 percent cycling.
Amazon	Resideo sends a signal for 50 percent cycling.

Table 21: Summary of Systemwide BYOT Events

Date	Type of Event	Network	Number of Participating Thermostats	Average kW Reduction per Thermostat	Average MW Reduction per Event
6/4/2025	Test[50]	All	33,672	0.43	14.32
6/23/2025	Peak-Shaving	All	32,744	0.50	20.19
6/24/2025	Peak-Shaving	All	33,107	0.34	15.49
6/25/2025	Peak-Shaving	All	33,070	0.36	18.15
7/17/2025	Peak-Shaving	All	32,631	0.51	20.52
7/29/2025	Peak-Shaving	All	32,555	0.42	15.87
7/30/2025	Peak-Shaving	All	32,594	0.45	17.63
Average Peak-Shaving Event Participation			32,784	0.43	17.98

[49] The CPT Program and BYOT Program performance data for Honeywell Home thermostats have been combined under Resideo.

[50] The Test event was a 15-minute communications test and is therefore not included in the average peak-shaving event performance reported.

Customer performance in the BYOT program is directly affected by TV and fatigue due to consecutive event dispatches. For the consecutive peak-shaving events on June 23-25, the program experienced a drop in performance and higher override rates on subsequent days. This was likely attributed to higher temperatures on the second and third day – the TV on June 23 was 84.2, lower than the TV of 85.2 on June 24-25 – and customers being called to participate over three consecutive days. These events had an average of 37 percent thermostat opt-outs prior to the start and an average of 29 percent thermostat overrides during the event. July 17 achieved the highest load reduction, likely due to having the lowest TV of all event days and no event dispatches in the proceeding days. This event saw higher participation rates with an average of 29 percent thermostat opt outs prior to the event's start and an average of 17 percent thermostat overrides during the event. On July 29-30, the TV was 84.7 and 84.5 respectively. The higher temperatures and consecutive event calls likely resulted in an increase in overrides, with an average of 31 percent, occurring for both events. A more detailed table of BYOT tests and events, including hours and thermostat types per event, can be found in Appendix E.

Costs

Table 22 shows BYOT program cost breakdown for 2025. The BYOT program cost decreased modestly from $1,853,300 in 2024 to $1,845,627 in 2025.

Table 22: 2025 BYOT Program Costs[51]

Component[52]	Cost	Percentage
Customer Incentives	$745,010	41%
Program Administration[53]	$1,036,410	55%
Marketing	$64,207	4%
Total Costs	**$1,845,627**	**100%**

[51] Fourth quarter (October, November, and December) costs are estimated.
[52] CPT implementation and equipment costs are included.
[53] Costs for the Con Edison staff salary and overhead associated with BYOT management and support are embedded in base rates and not directly collected as part of the BYOT program costs. They are not included in the program costs presented. However, these costs are included in the SCT analysis for this program.

Cost Effectiveness Summary

The 2025 BYOT Program was cost effective based upon the company's application of the Societal Cost Test (SCT), which yielded a benefit-to-cost ratio of 3.3.[54]

The SCT analysis relies on the following assumptions:

- The cost inputs of the program include the customer incentives, administration fees, marketing costs, and equipment costs associated with the thermostats enrolled in the program in 2025.
- The benefit inputs of the program include the MW achieved by devices during peak-shaving events and MWh reductions achieved by devices across all events, de-rated based on network locations and response windows in 2025.
- The benefits for the SCT calculation are quantified using the Company's BCA Handbook.[55]
- Costs and benefits associated with the CPT program are included in the BCA.

Assessment of Program Growth

Throughout the 2025 Capability Period, the BYOT program experienced a slight increase of 771 enrolled thermostats compared to 2024. The Company removed 171 thermostats, including customers who had disconnected or remained offline for more than 45 days, with no negative impact on the reduced MW load.

In 2025, the Company initiated new promotional strategies and targeted engagement. BYOT enrollment increased following the launch of a limited time offer marketplace website on Black Friday 2024 which continued until its retirement at the end of July 2025. The website allowed Con Edison customers to purchase thermostats at a discounted price and enroll them directly into the program. On the day of the marketplace launch, 250,000 e-mails were sent out to potentially eligible customers. An additional email release was sent on Earth Day in April 2025. Con Edison distributed promotional materials in Union Square and attended a Staten

[54] The BCA does not include the Electric Avoided Generation Capacity Cost Benefit encompassing system level benefits.
[55] 2016 DSIP Proceeding, Con Edison BCA Handbook v5.

Island town hall meeting alongside email campaigns for the 4th of July to sustain visibility on the marketplace through the end of the promotional period.

2026 Operating Plan

The BYOT 2026 Operating Plan[56] includes: (1) the expected annual expenditure budget; (2) the anticipated number of control devices by program component to be installed during the year; and (3) the total number of megawatts the Company expects to have available in the program by the end of the year. Tables 23 and 24 showcase the total costs and the total operational enrollment of the DLC – BYOT program, respectively, for 2026.

Table 23: 2026 Expenditure Budget

Component	Cost
DLC – BYOT	$2,032,602
Con Edison Ancillary Expenditures	$149,000
Total Program Costs	**$2,181,602**

Table 24: Operational Enrollment

Status	Thermostats	MW
Enrolled as of December 31, 2025	32,000	17.98
Projected Enrolled as of December 31, 2026	33,500	18.10

[56] The Commission's January 25, 2016, *Order Adopting Modifications to the Direct Load Control Program and Instituting the Connected Devices Pilot Program* instructs the Company to include the Annual Operating Plan ("Operating Plan") for the BYOT Program's upcoming year in the DR Annual Report. *See*, Case 15-E-0593, *Petition of Consolidated Edison Company of New York, Inc. for Approval to Continue its Residential and Small Commercial Demand Response Programs*, Order Adopting Modifications to the Direct Load Control Program and Instituting the Connected Devices Pilot Program (issued January 25, 2016), p. 8.

Appendix A: CSRP Event Performance Data

2025 Summary of CSRP Events by Response Window

Event	Date	Response Window	Customers Enrolled	MW Enrolled	MW Reduction Achieved	Performance Factor Achieved[57]
Planned	06/23/2025	11AM-03PM	5,035	175.47	186.41	106%
Planned	06/23/2025	02PM-06PM	12,997	111.23	99.93	90%
Planned	06/23/2025	04PM-08PM	25,340	156.99	121.16	77%
Planned	06/23/2025	07PM-11PM	0	0.00	0.00	0%
Planned	06/24/2025	11AM-03PM	5,039	175.47	178.29	102%
Planned	06/24/2025	02PM-06PM	13,029	111.25	103.22	93%
Planned	06/24/2025	04PM-08PM	25,388	157.02	96.73	62%
Planned	06/24/2025	07PM-11PM	0	0.00	0.00	0%
Planned	06/25/2025	11AM-03PM	5,028	175.46	170.77	97%
Planned	06/25/2025	02PM-06PM	12,967	111.20	97.35	88%
Planned	06/25/2025	04PM-08PM	25,351	157.04	94.15	60%
Planned	06/25/2025	07PM-11PM	0	0.00	0.00	0%
Planned	07/17/2025	11AM-03PM	4,984	175.68	116.68	66%
Planned	07/17/2025	02PM-06PM	13,029	111.31	67.60	61%
Planned	07/17/2025	04PM-08PM	25,627	157.01	80.71	51%
Planned	07/17/2025	07PM-11PM	0	0.00	0.00	0%
Planned	07/29/2025	11AM-03PM	4,967	175.66	124.41	71%
Planned	07/29/2025	02PM-06PM	12,999	111.28	76.71	69%
Planned	07/29/2025	04PM-08PM	25,669	157.11	99.71	63%
Planned	07/29/2025	07PM-11PM	0	0.00	0.00	0%
Planned	07/30/2025	11AM-03PM	4,968	175.66	116.44	66%
Planned	07/30/2025	02PM-06PM	12,999	111.28	70.10	63%
Planned	07/30/2025	04PM-08PM	25,629	157.13	98.09	62%
Planned	07/30/2025	07PM-11PM	0	0.00	0.00	0%

[57] The numbers are rounded to the nearest whole percent.

Appendix B: CSRP Enrolled and Achieved Network Impacts

2025 CSRP Network Impacts – Reservation Payment Option Participants

Network	Response Window	Six-Hour Response Window	Enrolled CSRP (MW)	Average Reductions During Event (MW)	Network Performance Factor	2025 Network Peak Load (MW)	Reduced % of Network Peak (MW)[58]
Battery Park City	02PM-06PM	N	6.30	6.57	104%	56.14	12%
Bay Ridge	02PM-06PM	N	3.18	2.42	76%	241.21	1%
Beekman	11AM-03PM	N	8.71	7.45	86%	89.10	8%
Borden	02PM-06PM	N	4.57	3.70	81%	122.64	3%
Borough Hall	02PM-06PM	N	12.91	11.79	91%	300.82	4%
Bowling Green	11AM-03PM	N	11.93	11.66	98%	74.91	16%
Brighton Beach	02PM-06PM	N	1.21	0.29	24%	104.88	0%
Buchanan	04PM-08PM	N	6.03	4.70	78%	116.63	4%
Canal	11AM-03PM	Y	1.80	2.07	115%	89.39	2%
Cedar Street	04PM-08PM	N	2.41	1.31	54%	109.27	1%
Central Bronx	04PM-08PM	N	6.60	3.30	50%	170.10	2%
Central Park	04PM-08PM	N	4.43	1.44	33%	204.30	1%
Chelsea	11AM-03PM	Y	5.12	4.58	89%	180.86	3%
City Hall	11AM-03PM	N	9.15	7.78	85%	130.81	6%
Columbus Circle	02PM-06PM	N	8.12	5.74	71%	106.32	5%
Cooper Square	02PM-06PM	N	3.76	1.66	44%	220.53	1%
Cortlandt	11AM-03PM	N	4.03	2.95	73%	44.22	7%
Crown Heights	04PM-08PM	N	2.00	2.61	131%	197.53	1%
Elmsford No. 2	04PM-08PM	N	2.61	1.31	50%	157.62	1%
Empire	02PM-06PM	N	2.77	2.52	91%	43.54	6%
Fashion	11AM-03PM	N	2.26	1.72	76%	57.53	3%
Flatbush	04PM-08PM	N	9.55	7.88	83%	288.09	3%
Flushing	04PM-08PM	N	6.19	4.45	72%	377.29	1%
Fordham	04PM-08PM	N	6.67	3.80	57%	261.36	1%
Fox Hills	04PM-08PM	N	2.90	2.84	98%	193.66	1%
Freedom	11AM-03PM	Y	1.00	4.23	423%	41.95	10%
Fresh Kills	04PM-08PM	N	19.72	11.31	57%	173.64	7%
Fulton	11AM-03PM	N	4.85	3.56	73%	67.04	5%
Grand Central	11AM-03PM	Y	13.05	14.33	110%	145.28	10%
Granite Hill	04PM-08PM	N	2.45	0.82	33%	216.84	0%
Grasslands	02PM-06PM	N	5.74	5.54	97%	100.70	6%
Greeley Square	11AM-03PM	N	5.13	1.00	19%	46.58	2%
Greenwich	02PM-06PM	Y	0.47	0.20	43%	43.71	0%

[58] Rounded to the nearest whole percent.

Harlem	02PM-06PM	N	8.90	6.92	78%	188.75	4%
Harrison	02PM-06PM	N	3.82	2.72	71%	198.85	1%
Herald Square	11AM-03PM	N	6.27	5.67	90%	78.23	7%
Hudson	11AM-03PM	Y	2.52	1.86	74%	58.90	3%
Hunter	11AM-03PM	Y	4.80	2.87	60%	55.01	5%
Jackson Heights	04PM-08PM	N	1.94	0.95	49%	188.18	1%
Jamaica	04PM-08PM	N	7.39	7.05	95%	459.04	2%
Kips Bay	11AM-03PM	Y	14.22	13.77	97%	94.94	15%
Lenox Hill	02PM-06PM	N	4.02	1.61	40%	241.81	1%
Lincoln Square	11AM-03PM	N	8.81	8.24	94%	129.52	6%
Long Island City	02PM-06PM	N	4.29	4.84	113%	241.56	2%
Madison Square	02PM-06PM	N	8.16	7.38	90%	201.32	4%
Maspeth	04PM-08PM	N	3.94	3.31	84%	249.15	1%
Midtown West	11AM-03PM	N	2.71	2.39	88%	55.95	4%
Millwood West	04PM-08PM	N	0.80	0.57	71%	68.14	1%
Mohansic	04PM-08PM	N	0.02	0.01	50%	5.60	0%
Northeast Bronx	04PM-08PM	N	3.21	1.89	59%	109.40	2%
Ocean Parkway	04PM-08PM	N	1.89	0.76	40%	183.72	0%
Ossining West	04PM-08PM	N	0.93	0.32	34%	69.85	0%
Park Place	02PM-06PM	N	4.88	2.89	59%	70.34	4%
Park Slope	04PM-08PM	N	1.85	0.44	24%	251.40	0%
Pennsylvania	11AM-03PM	N	26.95	18.74	70%	144.21	13%
Plaza	11AM-03PM	Y	9.57	6.84	71%	114.98	6%
Pleasantville	02PM-06PM	N	1.12	0.54	48%	74.62	1%
Prospect Park	04PM-08PM	N	0.50	0.17	34%	74.65	0%
Rego Park	04PM-08PM	N	2.65	1.03	39%	224.38	0%
Richmond Hill	04PM-08PM	Y	5.73	5.45	95%	332.69	2%
Ridgewood	04PM-08PM	N	1.62	1.36	84%	217.75	1%
Riverdale	04PM-08PM	N	2.73	1.36	50%	96.17	1%
Rockefeller Center	11AM-03PM	Y	7.13	5.18	73%	60.22	9%
Rockview	04PM-08PM	N	1.12	0.76	68%	95.00	1%
Roosevelt	02PM-06PM	N	1.95	0.92	47%	66.80	1%
Sheepshead Bay	04PM-08PM	N	3.18	1.73	54%	168.54	1%
Sheridan Square	02PM-06PM	Y	4.18	3.09	74%	147.80	2%
Southeast Bronx	04PM-08PM	N	18.48	9.42	51%	211.89	4%
Sunnyside	04PM-08PM	N	0.69	0.18	26%	74.83	0%
Sutton	11AM-03PM	N	9.50	8.30	87%	113.21	7%
Times Square	11AM-03PM	N	8.75	6.92	79%	112.47	6%
Triboro	02PM-06PM	N	3.14	2.03	65%	138.81	1%
Turtle Bay	11AM-03PM	Y	6.25	6.03	96%	85.08	7%
Wainwright	04PM-08PM	N	0.33	0.12	36%	77.23	0%
Washington Heights	04PM-08PM	N	2.66	0.90	34%	179.25	1%
Washington Street	04PM-08PM	N	2.80	1.43	51%	202.69	1%

West Bronx	04PM-08PM	N	9.68	8.92	92%	244.02	4%
White Plains	02PM-06PM	N	5.35	4.06	76%	203.58	2%
Williamsburg	04PM-08PM	N	6.52	2.90	44%	354.61	1%
Willowbrook	04PM-08PM	N	0.98	0.49	50%	80.46	1%
Woodrow	04PM-08PM	N	0.86	0.41	48%	104.20	0%
Yorkville	02PM-06PM	N	10.77	7.81	73%	277.30	3%

Appendix C: DLRP Event Performance Data

2025 Summary of DLRP Test & Events

Event Type	Event Start	Event End	Network Name	Number of Participants	MW Enrolled	MW Reduction During Event	Performance Factor Achieved[59]
Contingency	06/19/2025 15:00	06/19/2025 19:00	Borden	659	2.90	4.07	140%
Contingency	06/19/2025 16:00	06/19/2025 20:00	Sunnyside	298	0.40	0.22	56%
Contingency	06/20/2025 14:00	06/20/2025 18:00	Borden	659	4.87	2.77	57%
Contingency	06/20/2025 16:00	06/20/2025 20:00	Sunnyside	298	0.57	0.28	49%
Immediate	06/23/2025 00:00	06/23/2025 08:00	Jamaica	974	7.38	0.00	0%
Contingency	06/23/2025 15:00	06/23/2025 21:00	Fox Hills	546	3.00	4.13	138%
Contingency	06/23/2025 16:00	06/23/2025 20:00	Washington Street	776	2.52	1.78	70%
Immediate	06/23/2025 14:00	06/23/2025 20:00	White Plains	673	5.40	6.76	125%
Immediate	06/23/2025 15:00	06/23/2025 21:00	Elmsford No. 2	1,079	3.82	2.58	68%
Immediate	06/23/2025 15:00	06/23/2025 21:00	Fresh Kills	279	19.59	19.38	99%
Contingency	06/23/2025 18:00	06/24/2025 00:00	Borough Hall	1,227	12.92	9.96	77%
Immediate	06/23/2025 18:00	06/24/2025 00:00	Granite Hill	1,077	2.61	1.21	46%
Immediate	06/23/2025 18:00	06/24/2025 00:00	Williamsburg	1,544	6.95	4.52	65%
Immediate	06/23/2025 19:00	06/24/2025 00:00	Millwood West	272	0.80	2.27	284%
Immediate	06/24/2025 16:00	06/24/2025 22:00	Harrison	677	5.25	3.88	74%
Immediate	06/24/2025 18:00	06/25/2025 00:00	White Plains	673	5.40	2.10	39%
Immediate	06/24/2025 18:00	06/25/2025 07:00	Richmond Hill	843	5.79	2.57	44%
Immediate	06/24/2025 19:00	06/25/2025 00:00	Bay Ridge, Park Slope	1,605	6.02	4.21	70%
Immediate	06/25/2025 12:00	06/25/2025 18:00	Crown Heights	660	1.91	4.38	229%

[59] Rounded to the nearest whole percent.

Immediate	06/25/2025 14:00	06/25/2025 20:00	White Plains	674	5.40	5.26	97%
Immediate	06/25/2025 20:00	06/26/2025 08:00	Jackson Heights	407	2.09	1.31	62%
Immediate	06/25/2025 22:00	06/26/2025 00:00	Yorkville	1,383	10.74	0.00	0%
Contingency	06/26/2025 15:00	06/26/2025 21:00	Richmond Hill	840	5.78	5.82	101%
Contingency	06/26/2025 15:00	06/26/2025 21:00	Richmond Hill (SC-11)	2	0.15	0.00	0%
Contingency	06/29/2025 17:00	06/29/2025 22:00	Crown Heights, Ridgewood, Richmond Hill	2,497	6.76	4.28	63%
Contingency	06/29/2025 17:00	06/29/2025 22:00	Richmond Hill (SC-11)	2	0.15	0.00	0%
Contingency	06/30/2025 17:00	07/01/2025 00:00	Crown Heights, Ridgewood, Richmond Hill	2,490	9.38	7.26	77%
Contingency	06/30/2025 17:00	07/01/2025 00:00	Richmond Hill (SC-11)	2	0.15	0.00	0%
Contingency	07/01/2025 17:00	07/02/2025 00:00	Crown Heights, Ridgewood, Richmond Hill	2,478	9.36	6.19	66%
Contingency	07/01/2025 17:00	07/02/2025 00:00	Richmond Hill (SC-11)	2	0.15	0.00	0%
Immediate	07/08/2025 11:00	07/09/2025 00:00	Elmsford No. 2, Harrison	1,751	9.04	7.79	86%
Immediate	07/08/2025 16:00	07/08/2025 22:00	Crown Heights, Ridgewood, Richmond Hill	2,484	9.37	6.79	72%
Immediate	07/08/2025 16:00	07/08/2025 22:00	Richmond Hill (SC-11)	2	0.15	0.00	0%
Test	07/16/2025 16:00	07/16/2025 18:00	All (SC-11)	11	26.35	22.01	84%
Test	07/16/2025 16:00	07/16/2025 18:00	All	42,411	421.05	307.66	73%
Contingency	07/16/2025 18:00	07/16/2025 22:00	Granite Hill	1,074	2.63	1.04	39%
Immediate	07/17/2025 08:00	07/17/2025 14:00	Harlem	845	8.84	6.32	71%
Immediate	07/17/2025 09:00	07/17/2025 15:00	Bay Ridge, Park Slope	1,621	6.02	3.73	62%

Contingency	07/19/2025 15:00	07/19/2025 21:00	Richmond Hill	858	4.21	6.04	143%
Contingency	07/19/2025 15:00	07/19/2025 21:00	Richmond Hill (SC-11)	2	0.15	0.00	0%
Contingency	07/25/2025 17:00	07/26/2025 00:00	Crown Heights, Ridgewood, Richmond Hill	2,516	9.38	7.99	85%
Contingency	07/25/2025 17:00	07/26/2025 00:00	Richmond Hill (SC-11)	2	0.15	0.00	0%
Immediate	07/25/2025 17:00	07/26/2025 00:00	Fox Hills	554	3.00	5.49	183%
Immediate	07/25/2025 19:00	07/26/2025 00:00	Yorkville	1,391	10.84	7.92	73%
Immediate	07/30/2025 11:00	07/30/2025 17:00	Elmsford No. 2	1,082	3.80	1.39	37%

Appendix D: DLRP Enrolled and Achieved Network Impacts

2025 DLRP Network Impacts – Reservation Payment Option Participants

Network	Tier	Enrolled DLRP Reservation (MW)	Reduction During Test (MW)	Network Performance Factor	2025 Network Peak Load (MW)	% Reduced of Network Peak (MW)[60]
Battery Park City	Tier 1	4.61	5.06	109.76%	56	9%
Bay Ridge	Tier 1	4.07	2.93	71.99%	241	1%
Beekman	Tier 1	7.95	6.81	85.66%	89	8%
Borden	Tier 1	4.78	2.75	57.53%	123	2%
Borough Hall	Tier 1	12.62	10.04	79.56%	301	3%
Bowling Green	Tier 1	11.04	8.63	78.17%	75	12%
Brighton Beach	Tier 1	1.24	0.32	25.81%	105	0%
Buchanan	Tier 1	5.99	4.94	82.47%	117	4%
Canal	Tier 1	1.79	1.79	100.00%	89	2%
Cedar Street	Tier 1	2.57	1.50	58.37%	109	1%
Central Bronx	Tier 2	6.74	5.71	84.72%	170	3%
Central Park	Tier 1	3.95	1.75	44.30%	204	1%
Chelsea	Tier 1	4.90	1.80	36.73%	181	1%
City Hall	Tier 1	8.77	6.99	79.70%	131	5%
Columbus Circle	Tier 1	7.94	5.15	64.86%	106	5%
Cooper Square	Tier 1	3.68	1.15	31.25%	221	1%
Cortlandt	Tier 1	3.96	2.07	52.27%	44	5%
Crown Heights	Tier 1	1.88	0.64	34.04%	198	0%
Elmsford No. 2	Tier 1	3.80	2.91	76.58%	158	2%
Empire	Tier 1	2.76	2.33	84.42%	44	5%
Fashion	Tier 1	2.09	1.39	66.51%	58	2%
Flatbush	Tier 1	9.49	8.44	88.94%	288	3%
Flushing	Tier 1	6.97	6.96	99.86%	377	2%
Fordham	Tier 2	6.21	5.45	87.76%	261	2%
Fox Hills	Tier 1	2.97	2.97	100.00%	194	2%
Freedom	Tier 1	2.30	2.29	99.57%	42	5%
Fresh Kills	Tier 1	19.55	18.99	97.14%	174	11%
Fulton	Tier 1	5.59	3.85	68.87%	67	6%
Grand Central	Tier 1	11.66	9.61	82.42%	145	7%
Granite Hill	Tier 1	2.58	1.36	52.71%	217	1%
Grasslands	Tier 1	5.74	5.56	96.86%	101	6%
Greeley Square	Tier 1	4.95	1.40	28.28%	47	3%
Greenwich	Tier 1	0.47	0.08	17.02%	44	0%
Harlem	Tier 1	7.86	6.65	84.61%	189	4%
Harrison	Tier 1	5.23	3.33	63.67%	199	2%
Herald Square	Tier 1	6.10	4.72	77.38%	78	6%
Hudson	Tier 1	6.82	6.12	89.74%	59	10%
Hunter	Tier 1	4.04	1.91	47.28%	55	3%

[60] Rounded to the nearest whole percent.

Jackson Heights	Tier 2	1.98	0.51	25.76%	188	0%
Jamaica	Tier 2	7.31	6.29	86.05%	459	1%
Kips Bay	Tier 1	12.25	11.88	96.98%	95	13%
Lenox Hill	Tier 1	8.81	6.14	69.69%	242	3%
Lincoln Square	Tier 1	8.21	5.67	69.06%	130	4%
Long Island City	Tier 1	3.41	3.37	98.83%	242	1%
Madison Square	Tier 1	7.40	4.23	57.16%	201	2%
Maspeth	Tier 1	3.58	2.49	69.55%	249	1%
Midtown West	Tier 1	2.75	0.71	25.82%	56	1%
Millwood West	Tier 1	0.88	0.45	51.14%	68	1%
Mohansic	Tier 1	0.02	0.02	100.00%	6	0%
Northeast Bronx	Tier 2	2.57	2.25	87.55%	109	2%
Ocean Parkway	Tier 1	2.02	1.16	57.43%	184	1%
Ossining West	Tier 1	0.94	0.59	62.77%	70	1%
Park Place	Tier 1	6.47	6.82	105.41%	70	10%
Park Slope	Tier 2	1.84	0.91	49.46%	251	0%
Pennsylvania	Tier 1	28.32	13.24	46.75%	144	9%
Plaza	Tier 1	8.64	4.79	55.44%	115	4%
Pleasantville	Tier 1	1.22	0.83	68.03%	75	1%
Prospect Park	Tier 1	0.48	0.13	27.08%	75	0%
Rego Park	Tier 1	2.61	1.76	67.43%	224	1%
Richmond Hill	Tier 2	5.70	4.90	85.96%	333	1%
Ridgewood	Tier 2	1.63	1.12	68.71%	218	1%
Riverdale	Tier 1	2.84	1.73	60.92%	96	2%
Rockefeller Center	Tier 1	10.66	7.71	72.33%	60	13%
Rockview	Tier 1	0.81	0.59	72.84%	95	1%
Roosevelt	Tier 1	1.58	1.14	72.15%	67	2%
Sheepshead Bay	Tier 1	3.30	2.08	63.03%	169	1%
Sheridan Square	Tier 1	3.95	2.89	73.16%	148	2%
Southeast Bronx	Tier 1	18.38	16.76	91.19%	212	8%
Sunnyside	Tier 1	0.58	0.29	50.00%	75	0%
Sutton	Tier 1	7.93	6.06	76.42%	113	5%
Times Square	Tier 1	8.56	6.35	74.18%	112	6%
Triboro	Tier 1	2.90	1.97	67.93%	139	1%
Turtle Bay	Tier 1	6.32	4.58	72.47%	85	5%
Wainwright	Tier 1	0.29	0.23	79.31%	77	0%
Washington Heights	Tier 1	3.24	1.03	31.79%	179	1%
Washington Street	Tier 1	2.49	1.72	69.08%	203	1%
West Bronx	Tier 2	8.75	9.23	105.49%	244	4%
White Plains	Tier 1	5.35	5.34	99.81%	204	3%
Williamsburg	Tier 2	6.40	3.63	56.72%	355	1%
Willowbrook	Tier 1	0.95	0.72	75.79%	80	1%
Woodrow	Tier 1	0.78	0.70	89.74%	104	1%
Yorkville	Tier 1	10.65	7.57	71.08%	277	3%

Appendix E: DLC Event Performance Data

2025 Summary of BYOT Test & Events

Date	Hours	Type of Event	Thermostat Type	Network	Participating Thermostats	Average kW Reduction per Device	Average MW Reduction per Event
6/4/2025	11:00 AM – 11:15 AM	Test	All	All	33,672	0.43	14.32
6/19/2025	3:00 PM – 7:00 PM	Contingency	All	Borden	217	0.42	0.09
6/19/2025	4:00 PM – 8:00 PM	Contingency	Honeywell, Emerson & Nest	Sunnyside	40	0.42	0.02
6/20/2025	2:00 PM – 6:00 PM	Contingency	All	Borden	217	0.34	0.07
6/20/2025	4:00 PM – 8:00 PM	Contingency	Honeywell, Emerson & Nest	Sunnyside	40	0.49	0.02
6/23/2025	11:00 AM – 8:00PM	Peak-Shaving	All	All	32,744	0.50	20.19
6/24/2025	6:00 PM – 10:00 PM	Contingency	All	White Plains	1,957	0.00	0.00
6/24/2025	8:00 PM – 12:00 AM	Contingency	Honeywell, Emerson & Amazon	Richmond Hill	204	0.10	0.02
6/24/2025	8:00 PM – 12:00 AM	Contingency	Honeywell, Emerson & Amazon	Bay Ridge - Park Slope	313	0.12	0.04
6/24/2025	11:00 AM – 8:00PM	Peak-Shaving	All	All	33,107	0.34	15.49
6/25/2025	11:00 AM – 8:00 PM	Peak-Shaving	All	All	33,070	0.36	18.15
6/26/2025	3:00PM – 7:00 PM	Contingency	All	Richmond Hill	373	0.34	0.13
6/29/2025	6:00 PM – 10:00 PM	Contingency	All	Richmond Hill - Crown Heights - Ridgewood	1,071	0.24	0.25
6/30/2025	6:00 PM – 10:00 PM	Contingency	All	Richmond Hill - Crown Heights - Ridgewood	1,072	0.21	0.22
7/1/2025	6:00 PM – 10:00 PM	Contingency	All	Richmond Hill - Crown Heights - Ridgewood	1,066	0.27	0.29

7/8/2025	4:00 PM – 8:00 PM	Contingency	All	Elmsford No. 2 - Harrison	4,159	0.75	3.12
7/8/2025	5:00 PM – 9:00 PM	Contingency	All	Richmond Hill - Crown Heights - Ridgewood	1,065	0.47	0.50
7/16/2025	6:00 PM – 10:00 PM	Contingency	All	Granite Hill	462	0.39	0.18
7/17/2025	8:00 AM – 12:00 PM	Contingency	All	Harlem	150	0.42	0.06
7/17/2025	9:00 AM – 1:00 PM	Contingency	All	Bay Ridge - Park Slope	622	0.33	0.20
7/17/2025	11:00 AM – 8:00 PM	Peak-Shaving	All	All	32,631	0.51	20.52
7/19/2025	4:00 PM – 8:00 PM	Contingency	All	Richmond Hill	385	0.47	0.18
7/25/2025	6:00 PM – 10:00 PM	Contingency	All	Richmond Hill - Crown Heights - Ridgewood	1,057	0.48	0.51
7/25/2025	6:00 PM – 10:00 PM	Contingency	All	Fox Hills	1,275	0.59	0.75
7/25/2025	7:00 PM – 11:00 PM	Contingency	All	Yorkville	449	0.49	0.22
7/29/2025	11:00 AM – 8:00 PM	Peak-Shaving	All	All	32,555	0.42	15.87
7/30/2025	11:00 AM – 8:00 PM	Peak-Shaving	All	All	32,594	0.45	17.63

Appendix F: 2025 Con Edison Demand Response Event Review

2025 Demand Response Program Activity

Event Date	Administrator	Program	Start Time	End Time	Event Duration	Zone/Network	Event Type
6/19/2025	Con Edison	DLRP	15:00	19:00	4 hours	Borden	DLRP Contingency
6/19/2025	Con Edison	DLRP	16:00	20:00	4 hours	Sunnyside	DLRP Contingency
6/19/2025	NYISO	NYISO	15:00	20:00	5 hours	J3	Event
6/20/2025	Con Edison	DLRP	14:00	18:00	4 hours	Borden	DLRP Contingency
6/20/2025	Con Edison	DLRP	16:00	20:00	4 hours	Sunnyside	DLRP Contingency
6/20/2025	NYISO	NYISO	14:00	20:00	6 hours	J3	Event
6/23/2023	NYISO	NYISO	14:00	21:00	7 hours	A, B, C, D, E, F, G, H, I, J, K	Event
6/23/2025	Con Edison	CSRP	10:00	23:00	4 hours	System Wide	CSRP Planned
6/23/2025	Con Edison	Term-DLM & Auto-DLM	11:00	23:00	12 hours	System Wide	Term DLM Planned
6/23/2025	Con Edison	DLRP	0:00	8:00	8 hours	Jamaica	DLRP Immediate
6/23/2025	Con Edison	DLRP	16:00	20:00	4 hours	Washington Street	DLRP Contingency
6/23/2025	Con Edison	DLRP	14:00	20:00	6 hours	White Plains	DLRP Immediate
6/23/2025	Con Edison	DLRP	15:00	21:00	6 hours	Fox Hills	DLRP Contingency
6/23/2025	Con Edison	DLRP	15:00	21:00	6 hours	Elmsford No. 2	DLRP Immediate
6/23/2025	Con Edison	DLRP	15:00	21:00	6 hours	Fresh Kills	DLRP Immediate
6/23/2025	Con Edison	DLRP	18:00	24:00:00	6 hours	Borough Hall	DLRP Contingency
6/23/2025	Con Edison	DLRP	18:00	24:00:00	6 hours	Williamsburg	DLRP Immediate
6/23/2025	Con Edison	DLRP	18:00	24:00:00	6 hours	Granite Hill	DLRP Immediate
6/23/2025	Con Edison	DLRP	19:00	24:00:00	5 hours	Millwood West	DLRP Immediate
6/24/2025	NYISO	NYISO	14:00	21:00:00	7 hours	A, B, C, D, E, F, G, H, I, J, K	Event
6/24/2025	Con Edison	CSRP	10:00	23:00	4 hours	System Wide	CSRP Planned
6/24/2025	Con Edison	Term-DLM & Auto-DLM	11:00	23:00	12 hours	System Wide	Term DLM Planned

6/24/2025	Con Edison	DLRP	16:00	22:00	6 hours	Harrison	DLRP Immediate
6/24/2025	Con Edison	DLRP	18:00	7:00	13 hours	Richmond Hill	DLRP Immediate
6/24/2025	Con Edison	DLRP	18:00	0:00	6 hours	White Plains	DLRP Immediate
6/24/2025	Con Edison	DLRP	19:00	0:00	5 hours	Bay Ridge	DLRP Immediate
6/24/2025	Con Edison	DLRP	19:00	0:00	5 hours	Park Slope	DLRP Immediate
6/25/2025	NYISO	NYISO	14:00	21:00:00	7 hours	A, B, C, D, E, F, G, H, I, J, K	Event
6/25/2025	Con Edison	CSRP	10:00	23:00	4 hours	System Wide	CSRP Planned
6/25/2025	Con Edison	Term-DLM & Auto-DLM	11:00	23:00	12 hours	System Wide	Term DLM Planned
6/25/2025	Con Edison	DLRP	12:00	18:00	6 hours	Crown Heights	DLRP Immediate
6/25/2025	Con Edison	DLRP	14:00	20:00	6 hours	White Plains	DLRP Immediate
6/25/2025	Con Edison	DLRP	20:00	8:00	12 hours	Jackson Heights	DLRP Immediate
6/25/2025	Con Edison	DLRP	22:00	8:00	10 hours	Yorkville	DLRP Immediate
6/26/2025	Con Edison	DLRP	15:00	21:00	6 hours	Richmond Hill	DLRP Contingency
6/29/2025	NYISO	NYISO	13:00	23:00	10 hours	J8	Event
6/29/2025	Con Edison	DLRP	17:00	3:00	10 hours	Crown Heights, Richmond Hill, Ridgewood	DLRP Contingency
6/29/2025	Con Edison	Auto DLM	18:00	22:00	4 hours	Ridgewood	Auto DLM Contingency
6/30/2025	NYISO	NYISO	13:00	23:00	10 hours	J8	Event
6/30/2025	Con Edison	DLRP	17:00	3:00	10 hours	Crown Heights, Richmond Hill, Ridgewood	DLRP Contingency
6/30/2025	Con Edison	Auto DLM	18:00	22:00	4 hours	Ridgewood	Auto DLM Contingency
7/1/2025	NYISO	NYISO	13:00	23:00	10 hours	J8	Event
7/1/2025	Con Edison	DLRP	17:00	3:00	10 hours	Crown Heights, Richmond Hill, Ridgewood	DLRP Contingency
7/1/2025	Con Edison	Auto DLM	18:00	22:00	4 hours	Ridgewood	Auto DLM Contingency
7/8/2025	Con Edison	DLRP	11:00	0:00	13 Hours	Elmsford No. 2 and Harrison	DLRP Immediate

7/8/2025	Con Edison	DLRP	16:00	22:00	6 Hours	Crown Heights, Richmond Hill, Ridgewood	DLRP Immediate
7/8/2025	NYISO	NYISO	15:00	22:00	7 hours	J8	Event
7/8/2025	Con Edison	Term-DLM & Auto-DLM	11:00	23:00	12 hours	System Wide	Term DLM Planned
7/16/2025	NYISO	NYISO	15:00	22:00	7 Hours	A, B, C, D, E, F, G, H, I, J, K	Event
7/16/2025	Con Edison	DLRP	16:00	18:00	2 hours	System Wide DLRP Test	DLRP Test
7/16/2025	Con Edison	Auto DLM	17:00	18:00	1 hours	System Wide Auto DLM Test	Auto DLM Test
7/16/2025	Con Edison	DLRP	18:00	22:00	4 hours	Granite Hill	DLRP Contingency
7/17/2025	NYISO	NYISO	9:00	15:00	6 hours	J3	Event
7/17/2025	NYISO	NYISO	15:00	22:00	7 hours	G, H, I, J, K	Event
7/17/2025	NYISO	NYISO	22:00	23:00	1 hour	J3	Event
7/17/2025	Con Edison	CSRP	10:00	23:00	4 hours	System Wide	CSRP Planned
7/17/2025	Con Edison	DLRP	8:00	14:00	6 hours	Harlem	DLRP Immediate
7/17/2025	Con Edison	DLRP	9:00	15:00	6 hours	Bay Ridge & Park Slope	DLRP Immediate
7/17/2025	Con Edison	Term-DLM & Auto-DLM	11:00	23:00	12 hours	System Wide	Term DLM Planned
7/19/2025	Con Edison	DLRP	15:00	21:00	6 hours	Richmond Hill	DLRP Contingency
7/19/2025	NYISO	NYISO	15:00	23:00	8 hours	J8	Event
7/25/2025	Con Edison	Term-DLM & Auto-DLM	11:00	23:00	12 hours	System Wide	Term DLM Planned
7/25/2025	NYISO	NYISO	16:00	22:00	6 hours	JK	Event
7/25/2025	Con Edison	DLRP	17:00	8:00	15 hours	Fox Hills	DLRP Immediate
7/25/2025	Con Edison	DLRP	19:00	0:00	5 hours	Yorkville	DLRP Immediate
7/25/2025	Con Edison	DLRP	16:00	22:00	6 hours	Crown Heights, Ridgewood, Richmond Hill	Immediate
7/28/2025	NYISO	NYISO	15:00	22:00	7 hours	HIJ	Event
7/28/2025	Con Edison	Term-DLM & Auto-DLM	11:00	23:00	12 hours	System Wide	Term DLM Planned
7/29/2025	NYISO	NYISO	15:00	22:00	7 hours	HIJ	Event
7/29/2025	Con Edison	Term-DLM & Auto-DLM	11:00	23:00	12 hours	System Wide	Term DLM Planned
7/29/2025	Con Edison	CSRP	10:00	23:00	4 hours	System Wide	CSRP Planned
7/30/2025	NYISO	NYISO	15:00	22:00	7 hours	HIJ	Event

7/30/2025	Con Edison	Term-DLM & Auto-DLM	11:00	23:00	12 hours	System Wide	Term DLM Planned
7/30/2025	Con Edison	CSRP	10:00	23:00	4 hours	System Wide	CSRP Planned
7/30/2025	Con Edison	DLRP	11:00	17:00	6 hours	Elmsford No. 2	DLRP Immediate
8/20/2025	NYISO	NYISO	14:00	15:00	1 Hour	J	Test
8/20/2025	NYISO	NYISO	16:00	17:00	1 Hour	HI	Test

2011-2025 Demand Response Program Activity

Historical Demand Response program activity can be found on the Con Edison DR website[61] under "View History of Past Events."[62]

[61] *See,* https://www.coned.com/en/save-money/rebates-incentives-tax-credits/rebates-incentives-tax-credits-for-commercial-industrial-buildings-customers/smart-usage-rewards.
[62] *See,* https://www.coned.com/-/media/files/coned/documents/save-energy-money/rebates-incentives-tax-credits/smart-usage-rewards/demand-response-events.pdf?la=en.

Appendix G: NYISO TDRP Network and Subzone Listing

NYISO TDRP – Borough/Network/Subzone

Borough	Network	Subzone	Borough	Network	Subzone
BK	Bay Ridge	J3	MN	Madison Square	J7
BK	Borough Hall	J8	MN	Midtown West	J6
BK	Brighton Beach	J3	MN	Park Place	J7
BK	Crown Heights	J8	MN	Pennsylvania	J6
BK	Flatbush	J3	MN	Plaza	J6
BK	Ocean Parkway	J3	MN	Randall's Island[63]	J2
BK	Park Slope	J3	MN	Rockefeller Center	J6
BK	Prospect Park	J8	MN	Roosevelt	J2
BK	Ridgewood	J8	MN	Sheridan Square	J7
BK	Sheepshead Bay	J3	MN	Sutton	J2
BK	Williamsburg	J8	MN	Times Square	J6
BX	Central Bronx	J8	MN	Triboro	J8
BX	Fordham	J1	MN	Turtle Bay	J2
BX	Northeast Bronx	J1	MN	Washington Heights	J1
BX	Riverdale	J1	MN	Yorkville	J2
BX	Southeast Bronx	J1	QN	Borden	J3
BX	West Bronx	J1	QN	Flushing	J5
MN	Battery Park City	J8	QN	Jackson Heights	J5
MN	Beekman	J3	QN	Jamaica	J5
MN	Bowling Green	J8	QN	Long Island City	J5
MN	Canal	J7	QN	Maspeth	J3
MN	Central Park	J8	QN	Rego Park	J5
MN	Chelsea	J7	QN	Richmond Hill	J8
MN	City Hall	J7	QN	Sunnyside	J3
MN	Columbus Circle	J6	SI	Fox Hills	J4
MN	Cooper Square	J7	SI	Fresh Kills	J4
MN	Cortlandt	J8	SI	Wainwright	J4
MN	Empire	J3	SI	Woodrow	J4
MN	Fashion	J3	SI	Willowbrook	J4

[63] During the Capability Period, the Randall's Island network combined with the West Bronx network. This change will be reflected for all Capability Periods going forward.

Borough	Network	Subzone	Borough	Network	Subzone
MN	Freedom	J8	WS	Buchanan	H
MN	Fulton	J8	WS	Cedar Street	I
MN	Grand Central	J3	WS	Elmsford No. 2	I
MN	Greeley Square	J7	WS	Granite Hill	I
MN	Greenwich	J7	WS	Harrison	I
MN	Harlem	J8	WS	Millwood West	H
MN	Herald Square	J6	WS	Ossining West	H
MN	Hudson	J6	WS	Washington Street	I
MN	Hunter	J2	WS	White Plains	I
MN	Kips Bay	J7	WS	Grasslands	I
MN	Lenox Hill	J8	WS	Pleasantville	I
MN	Lincoln Square	J6	WS	Rockview	I

Appendix H: Direct Load Control Battery Program Proposal

1. *Introduction*

Consolidated Edison Company of New York, Inc. ("Con Edison" or "the Company") proposes expanding its Rider L[64] Direct Load Control ("DLC") Program to enable energy storage systems with a nameplate capacity of 50 kW and below ("small ESS") to participate in a Bring Your Own Battery ("BYOB") Program. This program allows small ESS to participate in demand response by dispatching energy from the ESS into Con Edison's systems during periods of peak need or other system constraints ("event") that Con Edison will compensate the storage owner for. This filing responds to the New York State Public Service Commission's April 25, 2025 Order, directing Con Edison to create a new pathway for small ESS owners to enroll in a DLC-based program.[65]

2. *Program Launch*

Con Edison intends to implement the BYOB Program to start in the Summer 2026 Capability Period, which is May 1 through September 30.

3. *Customer Eligibility*[66]

To participate in the BYOB Program, customers must:

1. Be a Con Edison electric customer with an active account number;
2. Have a permanently installed, internet-connected ESS with a 50 kW AC or less power rating;

[64] *See*, Con Edison's Schedule for Electricity Service, P.S.C. No. 10 – Electricity (the "Electric Tariff") – Rider L – Direct Load Control Program ("Rider L").
[65] This proposal responds to the Public Service Commission's ("the Commission") *Order Addressing Dynamic Load Management Program Modifications* ("the Order") issued April 25, 2025, as part of the Dynamic Load Management Programs Proceeding in Case 14-E-0423. *See*, DLM Proceeding, Order Addressing Dynamic Load Management Program Modifications (issued April 25, 2025).
[66] This section also addresses consideration #1 in the Commission's order issued on March 15, 2024 as part of the DLM Proceeding. *See*, DLM Proceeding, Order Directing Dynamic Load Management Program Changes ("March 2024 Order") (issued March 15, 2024).

3. Use an ESS brand and service provider included in the list of eligible systems published on Con Edison's website;[67] and

4. Opt out of receiving DRV and LSRV[68] compensation included in the Rider R Value Stack Tariff before participating in the BYOB Program (if a Rider R Value Stack Tariff customer). Opting out of DRV and LSRV is a one-time, irreversible decision that can be made at any point during a project's Value Stack compensation term.

Community distributed generation and net metering customers are eligible to participate in BYOB.

4. Operational Parameters

Table 1 summarizes the key parameters for the BYOB Program.

Table 1. Key Parameters

Parameter	Definition
Event Trigger	Con Edison will call Planned Events[69] on the same days as DLRP or CSRP events will be called in the respective network that each participating ESS system is located. Con Edison may call Test Events during Capability Period to test customer event performance for up to four hours.
Frequency of Events	Based on the prior 5 years of event data for DLRP and CSRP events, Con Edison projects an average of 3-6 events per Capability Period per customer.
Capability Period	May 1 through September 30.
Notification Time	An advisory notification will be provided to participants in advance of the Planned Event, with as little as 15 minutes notice, in accordance with the selected Implementation Contractor and Service Provider capabilities. Customer notifications may differ depending on the Service Provider.

[67] Service providers are original equipment manufacturers partnered with the third-party Implementation Contractor ("IC") chosen by Con Edison.
[68] Demand Reduction Value ("DRV") and Locational System Relief Value ("LSRV") are credits available to Value Stack participants determined by their net injections back into the distribution system based on the criteria listed under Rider R in the Con Edison Electric Tariff.
[69] "Planned Event" refers to the Company's request, on not less than two hours' advance notice, for Load Relief during the Response Window. *See*, Electric Tariff – Rider T – Commercial Demand Response Programs ("Rider T"), Definitions, Leaf 270.1.

5. *Customer Performance and Measurement*[70]

Customer performance will be evaluated using telemetry data from the ESS, which provides a direct measurement of power output.[71] Event performance will be based on the ESS's output during event hours, as compared to the customer's baseline system output during the same event window on non-event days.

A customer's event performance will be calculated as the average hourly discharged kW throughout the event, measured using the ESS telemetry data and compared to the customer's baseline. Seasonal performance will represent the average across all events within a Capability Period. For example, if a customer's performance was on average 4 kW during Event 1, 3 kW during Event 2, and 2 kW during Event 3, their average performance for the Capability Period would be 3 kW (*i.e.,* the simple average of 4 kW, 3 kW, and 2 kW).

6. *Incentives*

Con Edison will offer customers participating in the BYOB Program an annual performance-based incentive based on their average performance across all events within a season. In the example in section 5 above, in which a customer's average performance for the Capability Period is 3 kW, their 3 kW of seasonal performance would be multiplied by the incentive rate (expressed in $ per kW) and distributed to the customer as an annual payment. That calculation is illustrated below:

Total Incentive Amount ($) = Incentive Rate ($/kW) x Seasonal Performance (kW)

Customer incentives will be settled and distributed after the end of the Capability Period. Performance incentives may be distributed directly to the customer, or, at the customer's discretion, distributed to a Service Provider as payment for ESS under lease or financing agreement.[72] If a customer chooses to opt out of the program during the Capability Period, they will not be eligible to receive an incentive for that season.

[70] This section plus the following section, Incentives, address consideration #2 and #3 in the March 2024 Order.
[71] This differs from thermostat telemetry in the BYOT Program, which primarily tracks HVAC runtime and requires proxy assumptions to estimate the energy use of the customer's air conditioner.
[72] This section and the Marketing and Program Growth Section 8 address consideration #4 in the March 2024 Order.

Con Edison will publish incentive rates in the program guidelines, which will be issued after the Commission's Order on this item, as well as after an implementation contractor has been hired and the Company has clarity on administrative costs. The incentive rate will balance program cost-effectiveness, considering factors such as program administration costs, with an amount that is meaningful to incent customer participation. Incentive rates will be finalized at least 60 days prior to the program's launch, evaluated at the end of each Capability Period, and then may be adjusted for the next capability period.

7. Cost Recovery

The BYOB Program will be integrated into Rider L of the Electric Tariff.[73] Incentive costs, as well as administrative and marketing expenses, will be recovered through the DLM surcharge, consistent with the existing Rider L Program; administrative expenses will include incremental labor to implement and manage the program.

8. Marketing and Program Growth

Con Edison will enroll customers through an IC and Service Provider and will market the program to all eligible customers, with targeted outreach to the following customer groups:

1. Customers who already have small ESS installed in Con Edison's territory; and
2. Customers within Con Edison's service territory who have solar PV installed or in the process for installation, given the favorable economics for installing ESS.

The Company will also conduct targeted outreach, where possible, to customers within Disadvantaged Communities ("DACs") who already have installed solar PV or eligible ESS. Marketing initiatives to target these customer segments will include:

- **Direct Marketing:** Multi-channel marketing alongside other DR programs which combine traditional media (e.g., mailers, flyers) with digital channels (e.g., email, social media) to effectively reach diverse customer demographics. Includes specific email

[73] Con Edison Electric Tariff, Rider L Leaf 211 through 213.1.

outreach to DAC customers that are eligible to install ESS with a clear value proposition focused on incentives.

- **Partnership Development:** Partner with the IC, ESS service providers, developers, and installers to support targeted outreach efforts, including emailing current small ESS owners in Con Edison's service territory and outreach at trade shows through the Company's IC. The BYOB Program will leverage the relationships between customers and ESS service providers to support program outreach and increase customer awareness around the program.

- **Website & Surveys:** Information for eligible ESS customers interested in the program will be available on the Company's website. Con Edison plans to issue surveys to program participants to gather continuous feedback and refine its offerings.

9. Reporting and Benefit-Cost Analysis

Con Edison will evaluate the cost-effectiveness for the BYOB Program as part of the entire portfolio of Rider L programs, using the Electric BCA Handbook.[74] Con Edison will report on BYOB enrollments, Planned Event and Test Event performance, costs and cost-effectiveness, lessons learned, and assessments of program growth in its DR Annual Report.[75]

10. Alignment with CLCPA[76] and the Grid of the Future Proceeding

The proposed BYOB Program can incentivize new ESS adoption and enable customers to more effectively use ESS and solar PV systems (where applicable)[77] to reduce distribution system peak demand, in addition to meeting their individual energy needs. New incentives can also encourage ESS adoption, particularly in DACs, as the proposed BYOB Program can improve cost effectiveness for prospective ESS customers. As such, the BYOB Program can

[74] Case 16-M-0411, *In the Matter of Distributed System Implementation* Plans, Electric Benefit Cost Analysis Handbook, Version 5.0 (filed June 30, 2025).
[75] DLM Proceeding, Con Edison 2024 DR Annual Report (filed November 15, 2024).
[76] New York's Climate Leadership and Community Protection Act (CLCPA) mandates economy-wide greenhouse gas emissions reductions of 85% by 2050 from 1990 levels, with net-zero emissions through offsets and 100% zero-emission electricity by 2040.
[77] Over 570 of the active residential ESS in Con Edison territory are paired with solar PV.

further align the Company's DR portfolio with state policy goals of customer access to clean energy and to reduce greenhouse gas emissions.

Con Edison has designed the BYOB Program in a way that aligns with the Joint Utilities' Grid of the Future principles, as expressed in the comments filed in the Grid of the Future proceeding[78] in July 2025. Specifically, based on the proposed program design, Con Edison will gather data from participating in ESS to better understand and assess the dependability of batteries as a peak-shaving flexible resource, will provide predictable and meaningful compensation to encourage ongoing participation, and will provide price signals that are harmonized across the Company's other DR programs.

[78] Case 24-E-0165, *Proceeding on Motion of the Commission Regarding the Grid of the Future*.

Appendix I: Direct Load Control Battery Program Proposal - Tariff Redlines

Proposed changes to Rider L – Direct Load Control Program of the Tariff to conform to the changes described in the Petition (Redlined Version)

GENERAL RULES

24. Service Classification Riders (Available on Request) - Continued

RIDER L - DIRECT LOAD CONTROL PROGRAM

Applicable to SCs 1, 2, 8, 9, 12, and 13

A. Applicability

To any Customer taking service under the above SCs, including Customers taking Standby Service, and to PASNY Customers who would otherwise be billed under one of the above Service Classifications. This rider is also available to individuals or businesses served indirectly under SC 8, SC 12, SC 13 or a PASNY account ("Tenants").

B. Eligibility

~~To participate under this Rider, a Customer or Tenant must have Central Air Conditioning equipment and agree to the installation and enrollment of a Control Device.~~To participate under this Rider, a Customer or Tenant must purchase or procure and agree to the installation and enrollment of a Control Device and meet the technology specific requirements listed in their respective sections below.

C. Definitions

The following terms are defined for purposes of this Rider only:

"Capability Period" under this Rider refers to the period from May 1 through September 30.

"Central Air Conditioners" provide cool air through a system of supply and return ducts.

"Control Device" is a device, provided by the Company, Service Provider, Customer, or Tenant, installed on the Customer's or Tenant's equipment that allows the Company to remotely control the equipment in such a way as to reduce load when an Event, or a Test Event, is called. For purposes of this Rider, Control Device means one or more devices as may be required to control the equipment. Each Control Device contains a feature that allows the Customer or Tenant to override the Company's control of the Customer or Tenant's equipment. The Control Device must be installed and connected to the Internet by a Customer or Tenant who is enrolled in the program.

"Energy Storage System ("ESS")" is a permanently installed, electric energy storage system with a nameplate capacity less than or equal to 50 kW of alternating current that meets all applicable codes and standards, capable of discharging to the grid or reducing on-site load during Events. The ESS must have a control device, as defined above. A list of Company-approved ESS models and Service Providers will be posted on the Company's website.

GENERAL RULES

24. Service Classification Riders (Available on Request) - Continued

RIDER L - DIRECT LOAD CONTROL PROGRAM - Continued

C. Definitions - Continued

An "Event" may be declared by the Company when:

1. a Distribution Load Relief Program ("DLRP") event is called as defined under Rider T~~.~~. Event hours called under Rider L do not need to align with the DLRP event timing ~~event is called. A DLRP event is called when the next contingency on the Company's system would result in a Condition Yellow or a voltage reduction of five percent or greater has been ordered. A Condition Yellow exists when the next contingency (excluding breaker failure) either will result in an outage to more than 15,000 customers or will result in some equipment being loaded above emergency ratings~~; or

2. a Commercial System Relief Program ("CSRP") event is called as defined under Rider T. Event hours called under Rider L do not need to align with the CSRP call window.

"Service Provider" means a provider registered with the Company to develop, maintain, and operate a communications portal that enables Internet-connected Control Devices to participate under this Rider. A list of current Service Providers is available on the Company's website.

A "Test Event" is called under Rider L to test participant responses to the signal sent to a Control Device. A Test Event may last up to four hours.

D. Applications

Customers or Tenants may apply to participate under this Rider throughout the year, either electronically, in writing, or by phone.

GENERAL RULES

24. Service Classification Riders (Available on Request) - Continued

RIDER L - DIRECT LOAD CONTROL PROGRAM - Continued

E. Customers with Central Air Conditioners Receiving a Control Device From the Company

Customers who receive a Control Device from the Company will receive a sign-up payment after the Control Device is installed. An account billed under SC 1 will receive $25, either by check or gift card at the Company's discretion. An account billed under another SC or under the PASNY Schedule will receive a $50 payment. The Control Device will become the Customer's property upon installation. Enrollment under this option will not be accepted after December 1, 2017.

F. Customers or Tenants with Central Air Conditioners Receiving a Control Device Through A Service Provider

Customers or Tenants who enroll their Control Devices for Central Air Conditioners in the program through a Service Provider will receive a sign-up payment of $85, either by check or gift card at the Company's discretion, after the Company has confirmed the Company's ability to communicate with the Control Device.

Starting with the third Summer Period (defined hereunder as May 1 through September 30) in which the Customer or Tenant participates, the Customer or Tenant will be eligible for an annual incentive payment of $25, payable by check or gift card at the Company's discretion, after each Summer Period in which the Company can verify that the Customer or Tenant allowed the Company to control the Control Device for no less than 50 percent of the aggregate number of Event hours declared by the Company during that Summer Period.

G. Customers Enrolling an ESS through a Service Provider

Customers who enroll an eligible ESS through a Service Provider will be eligible for a performance-based incentive at the end of each Capability Period in which they participate. The incentive will be based on the Customer's average verified performance across all Events called during the Capability Period, as measured through ESS telemetry. The ESS must be provided and installed by the Customer or its Service Provider. With written consent from the Customer, the annual incentive may be paid directly to the Customer's Service Provider. Information relating to incentives for this program can be found on the Company's website.

GENERAL RULES

24. Service Classification Riders (Available on Request) - Continued

RIDER L - DIRECT LOAD CONTROL PROGRAM - Continued

~~G.~~H. Restrictions

A participant may not enroll a Control Device in both Rider L and any other Company demand-response program (e.g., the Company's Rider T program or the Company's Rider AC program).

Rider R Value Stack Tariff Customers that enroll an ESS under Rider L are ineligible to receive Demand Reduction Value ("DRV") and Locational System Relief Value ("LSRV") compensation. This is a one-time, irreversible decision that can be made at any point during a project's Value Stack compensation term.

GENERAL RULES

24. Service Classification Riders (Available on Request) – Continued

RIDER R - Net Metering and Value Stack Tariff for Customer-Generators - Continued

H. Charges and Credits – Value Stack Tariff - Continued

4. Continued

e. Demand Reduction Value ("DRV") Component

The Customer's Value Stack Phase One DRV Component Rate or Value Stack Phase Two DRV Component Rate is determined at the time the Customer satisfies at least 25 percent of its interconnection cost responsibility or executes the interconnection agreement if no such obligation is required or, for a Customer opting into the Value Stack Tariff that has already met either of these criteria in the interconnection process, at the time the Customer opts-in to the Value Stack Tariff.

The DRV Component Rate will be set forth on the Value Stack Credits Statement.

Customers can opt-out of receiving DRV compensation as a one-time, irreversible decision at any point during a project's Value Stack compensation term and participate in Rider T or applicable technologies in Rider L. The Customer will commence service under Rider T once all requirements for participation under Rider T have been met. Any Customer taking service under the Value Stack Tariff at the time of enrollment in Rider T will not be eligible to receive the Value Stack DRV Component for the remainder of the project's Value Stack compensation term.

A Customer taking service under the Value Stack Tariff and enrolled in Rider AC will not receive DRV compensation for the duration of their participation in Rider AC.

i. Value Stack Phase One DRV Component

The Value Stack Phase One DRV Component credit will be calculated by multiplying the customer-generator's average hourly net injection in the ten peak hours of the customer- generator's assigned Commercial System Relief Program ("CSRP") zone from the previous calendar year, weighted by the CSRP zone peak MW, by the Value Stack Phase One DRV Component Rate in effect. This credit will be calculated annually, divided by twelve, and credited monthly. If the customer-generator is a CDG Host Account or a non-Mass Market Customer Satellite Account of the customer-generator, the Value Stack Phase One DRV credit will be multiplied by the percentage of non-Mass Market Customer Account allocations to arrive at the DRV credit. Any account receiving an MTC will not be eligible to receive the Value Stack Phase One DRV.

If the metering was not in place to measure the customer-generator's average hourly net injection during the ten peak hours of the customer-generator's assigned CSRP zone from the previous calendar year, then the Company will estimate such average hourly net injection during those hours.

The Value Stack Phase One DRV Component Rate will be fixed for a period of 3 years from the customer-generator's in-service date. At the end of the initial three year period, the Value Stack Phase One DRV Component Rate will be reset and fixed for a subsequent three year period based on the then applicable Value Stack Phase One DRV Component Rate as shown on the Value Stack Credits Statement.

GENERAL RULES

24. Service Classification Riders (Available on Request) – Continued

RIDER R - Net Metering and Value Stack Tariff for Customer-Generators - Continued

H. Charges and Credits – Value Stack Tariff - Continued

4. Continued

f. Locational System Relief Value ("LSRV") Component

Customer generators taking service under the Value Stack Tariff in eligible locations in the Company's service territory will receive an LSRV Component credit. Eligibility for an LSRV Component will be subject to MW caps by location, and eligibility will be determined and communicated to the Customer during the interconnection process.

The Customer's LSRV Component Rate will be determined at the time the Customer satisfies at least 25 percent of its interconnection cost responsibility or executes the interconnection agreement if no such obligation is required or, for a Customer opting into the Value Stack Tariff that has already met either of these criteria in the interconnection process at the time the Customer opts-in to the Value Stack Tariff and will be fixed for a period of 10 years from the customer-generator's in-service date.

The LSRV Component Rate will be set forth on the Value Stack Credits Statement.

Customers can opt-out of receiving LSRV compensation as a one-time, irreversible decision at any point during a project's Value Stack compensation term and participate in Rider T or applicable technologies under Rider L. The Customer will commence service under Rider T once all requirements for participation under Rider T have been met. Any Customer taking service under the Value Stack Tariff at the time of enrollment in Rider T will not be eligible to receive the Value Stack LSRV Component for the remainder of the project's Value Stack compensation term.

A Customer taking service under the Value Stack Tariff and enrolled in Rider AC will not receive LSRV compensation for the duration of their participation in Rider AC.

i. Value Stack Phase One LSRV Component

The Value Stack Phase One LSRV Component credit will be calculated by multiplying the customer-generator's average hourly net injection in the ten peak hours in the customer-generator's assigned CSRP zone from the previous calendar year weighted by the CSRP zone peak MW times the Value Stack Phase One LSRV Component Rate in effect. This credit will be calculated annually, divided by twelve, and credited monthly.

If the metering was not in place to measure the customer-generator's average hourly net injection during the ten peak hours of the customer-generator's assigned CSRP zone in the previous calendar year, then the Company will estimate such average hourly net injection during those hours.

Appendix J: Direct Load Control Battery Program Proposal - Clean Tariff

Proposed changes to Rider L – Direct Load Control Program of the Tariff to conform to the changes described in the Petition (Clean Version).

GENERAL RULES

24. Service Classification Riders (Available on Request) - Continued

RIDER L - DIRECT LOAD CONTROL PROGRAM

Applicable to SCs 1, 2, 8, 9, 12, and 13

A. Applicability

To any Customer taking service under the above SCs, including Customers taking Standby Service, and to PASNY Customers who would otherwise be billed under one of the above Service Classifications. This rider is also available to individuals or businesses served indirectly under SC 8, SC 12, SC 13 or a PASNY account ("Tenants").

B. Eligibility

To participate under this Rider, a Customer or Tenant must purchase or procure and agree to the installation and enrollment of a Control Device and meet the technology specific requirements listed in their respective sections below.

C. Definitions

The following terms are defined for purposes of this Rider only:

"Capability Period" under this Rider refers to the period from May 1 through September 30.

"Central Air Conditioners" provide cool air through a system of supply and return ducts.

"Control Device" is a device, provided by the Company, Service Provider, Customer, or Tenant, installed on the Customer's or Tenant's equipment that allows the Company to remotely control the equipment in such a way as to reduce load when an Event, or a Test Event, is called. For purposes of this Rider, Control Device means one or more devices as may be required to control the equipment. Each Control Device contains a feature that allows the Customer or Tenant to override the Company's control of the Customer or Tenant's equipment. The Control Device must be installed and connected to the Internet by a Customer or Tenant who is enrolled in the program.

"Energy Storage System ("ESS")" is a permanently installed, electric energy storage system with a nameplate capacity less than or equal to 50 kW of alternating current that meets all applicable codes and standards, capable of discharging to the grid or reducing on-site load during Events. The ESS must have a control device, as defined above. A list of Company-approved ESS models and Service Providers will be posted on the Company's website.

GENERAL RULES

24. Service Classification Riders (Available on Request) - Continued

RIDER L - DIRECT LOAD CONTROL PROGRAM - Continued

C. Definitions - Continued

An "Event" may be declared by the Company when:

1. a Distribution Load Relief Program ("DLRP") event is called as defined under Rider T. Event hours called under Rider L do not need to align with the DLRP event timing ; or

2. a Commercial System Relief Program ("CSRP") event is called as defined under Rider T. Event hours called under Rider L do not need to align with the CSRP call window.

"Service Provider" means a provider registered with the Company to develop, maintain, and operate a communications portal that enables Internet-connected Control Devices to participate under this Rider. A list of current Service Providers is available on the Company's website.

A "Test Event" is called under Rider L to test participant responses to the signal sent to a Control Device. A Test Event may last up to four hours.

D. Applications

Customers or Tenants may apply to participate under this Rider throughout the year, either electronically, in writing, or by phone.

GENERAL RULES

24. Service Classification Riders (Available on Request) - Continued

RIDER L - DIRECT LOAD CONTROL PROGRAM - Continued

E. Customers with Central Air Conditioners Receiving a Control Device From the Company

Customers who receive a Control Device from the Company will receive a sign-up payment after the Control Device is installed. An account billed under SC 1 will receive $25, either by check or gift card at the Company's discretion. An account billed under another SC or under the PASNY Schedule will receive a $50 payment. The Control Device will become the Customer's property upon installation. Enrollment under this option will not be accepted after December 1, 2017.

F. Customers or Tenants with Central Air Conditioners Receiving a Control Device Through A Service Provider

Customers or Tenants who enroll their Control Devices for Central Air Conditioners in the program through a Service Provider will receive a sign-up payment of $85, either by check or gift card at the Company's discretion, after the Company has confirmed the Company's ability to communicate with the Control Device.

Starting with the third Summer Period (defined hereunder as May 1 through September 30) in which the Customer or Tenant participates, the Customer or Tenant will be eligible for an annual incentive payment of $25, payable by check or gift card at the Company's discretion, after each Summer Period in which the Company can verify that the Customer or Tenant allowed the Company to control the Control Device for no less than 50 percent of the aggregate number of Event hours declared by the Company during that Summer Period.

G. Customers Enrolling an ESS through a Service Provider

Customers who enroll an eligible ESS through a Service Provider will be eligible for a performance-based incentive at the end of each Capability Period in which they participate. The incentive will be based on the Customer's average verified performance across all Events called during the Capability Period, as measured through ESS telemetry. The ESS must be provided and installed by the Customer or its Service Provider. With written consent from the Customer, the annual incentive may be paid directly to the Customer's Service Provider. Information relating to incentives for this program can be found on the Company's website.

GENERAL RULES

24. Service Classification Riders (Available on Request) - Continued

RIDER L - DIRECT LOAD CONTROL PROGRAM - Continued

H. Restrictions

A participant may not enroll a Control Device in both Rider L and any other Company demand-response program (e.g., the Company's Rider T program or the Company's Rider AC program).

Rider R Value Stack Tariff Customers that enroll an ESS under Rider L are ineligible to receive Demand Reduction Value ("DRV") and Locational System Relief Value ("LSRV") compensation. This is a one-time, irreversible decision that can be made at any point during a project's Value Stack compensation term.

GENERAL RULES

24. Service Classification Riders (Available on Request) – Continued

RIDER R - Net Metering and Value Stack Tariff for Customer-Generators - Continued

H. Charges and Credits – Value Stack Tariff - Continued

4. Continued
   e. Demand Reduction Value ("DRV") Component

The Customer's Value Stack Phase One DRV Component Rate or Value Stack Phase Two DRV Component Rate is determined at the time the Customer satisfies at least 25 percent of its interconnection cost responsibility or executes the interconnection agreement if no such obligation is required or, for a Customer opting into the Value Stack Tariff that has already met either of these criteria in the interconnection process, at the time the Customer opts-in to the Value Stack Tariff.

The DRV Component Rate will be set forth on the Value Stack Credits Statement.

Customers can opt-out of receiving DRV compensation as a one-time, irreversible decision at any point during a project's Value Stack compensation term and participate in Rider T or applicable technologies in Rider L. The Customer will commence service under Rider T once all requirements for participation under Rider T have been met. Any Customer taking service under the Value Stack Tariff at the time of enrollment in Rider T will not be eligible to receive the Value Stack DRV Component for the remainder of the project's Value Stack compensation term.

A Customer taking service under the Value Stack Tariff and enrolled in Rider AC will not receive DRV compensation for the duration of their participation in Rider AC.

i. Value Stack Phase One DRV Component

The Value Stack Phase One DRV Component credit will be calculated by multiplying the customer-generator's average hourly net injection in the ten peak hours of the customer- generator's assigned Commercial System Relief Program ("CSRP") zone from the previous calendar year, weighted by the CSRP zone peak MW, by the Value Stack Phase One DRV Component Rate in effect. This credit will be calculated annually, divided by twelve, and credited monthly. If the customer-generator is a CDG Host Account or a non-Mass Market Customer Satellite Account of the customer-generator, the Value Stack Phase One DRV credit will be multiplied by the percentage of non-Mass Market Customer Account allocations to arrive at the DRV credit. Any account receiving an MTC will not be eligible to receive the Value Stack Phase One DRV.

If the metering was not in place to measure the customer-generator's average hourly net injection during the ten peak hours of the customer-generator's assigned CSRP zone from the previous calendar year, then the Company will estimate such average hourly net injection during those hours**.**

The Value Stack Phase One DRV Component Rate will be fixed for a period of 3 years from the customer-generator's in-service date. At the end of the initial three year period, the Value Stack Phase One DRV Component Rate will be reset and fixed for a subsequent three year period based on the then applicable Value Stack Phase One DRV Component Rate as shown on the Value Stack Credits Statement.

GENERAL RULES

24. Service Classification Riders (Available on Request) – Continued

RIDER R - Net Metering and Value Stack Tariff for Customer-Generators - Continued

H. Charges and Credits – Value Stack Tariff - Continued

4. Continued

f. Locational System Relief Value ("LSRV") Component

Customer generators taking service under the Value Stack Tariff in eligible locations in the Company's service territory will receive an LSRV Component credit. Eligibility for an LSRV Component will be subject to MW caps by location, and eligibility will be determined and communicated to the Customer during the interconnection process.

The Customer's LSRV Component Rate will be determined at the time the Customer satisfies at least 25 percent of its interconnection cost responsibility or executes the interconnection agreement if no such obligation is required or, for a Customer opting into the Value Stack Tariff that has already met either of these criteria in the interconnection process at the time the Customer opts-in to the Value Stack Tariff and will be fixed for a period of 10 years from the customer-generator's in-service date.

The LSRV Component Rate will be set forth on the Value Stack Credits Statement.

Customers can opt-out of receiving LSRV compensation as a one-time, irreversible decision at any point during a project's Value Stack compensation term and participate in Rider T or applicable technologies under Rider L. The Customer will commence service under Rider T once all requirements for participation under Rider T have been met. Any Customer taking service under the Value Stack Tariff at the time of enrollment in Rider T will not be eligible to receive the Value Stack LSRV Component for the remainder of the project's Value Stack compensation term.

A Customer taking service under the Value Stack Tariff and enrolled in Rider AC will not receive LSRV compensation for the duration of their participation in Rider AC.

i. Value Stack Phase One LSRV Component

The Value Stack Phase One LSRV Component credit will be calculated by multiplying the customer-generator's average hourly net injection in the ten peak hours in the customer-generator's assigned CSRP zone from the previous calendar year weighted by the CSRP zone peak MW times the Value Stack Phase One LSRV Component Rate in effect. This credit will be calculated annually, divided by twelve, and credited monthly.

If the metering was not in place to measure the customer-generator's average hourly net injection during the ten peak hours of the customer-generator's assigned CSRP zone in the previous calendar year, then the Company will estimate such average hourly net injection during those hours**.**