# New York Electric Vehicle Commercial Managed Charging Program

IMPLEMENTATION PLAN | CASE 22-E-0236

NYSEG · RG&E
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**Submitted by: New York State Electric & Gas Corporation and Rochester Gas and Electric Corporation**

**Filed on July 18, 2023**

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# GLOSSARY: ABBREVIATIONS, ACRONYMS & DEFINITIONS

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|---|---|
| Approved Contractor | A contractor approved by the JU to be listed on the Approved Contractor List which will be a tool for customers to identify EVSE installers |
| Commission | Public Service Commission of NY |
| Companies | NYSEG or RG&E, collectively "The Companies" |
| Customer | A customer of NYSEG or RG&E and collectively the Companies |
| Charger | A device that supplies an EV with electrical energy. There are Level 1, Level 2, and DCFC categories of chargers which are differentiated by the level of power they provide. |
| DCFC | Direct Current Fast Charger. Electric vehicle chargers characterized by its improved charging capability vs. Level 2 (L2) chargers. |
| EV | Electric Vehicle – Either Plug-in Hybrid Electric Vehicle (PHEV) and Battery Electric Vehicle (BEV) and collectively Plug-in Electric Vehicles (PEV) |
| EVSE | Electric Vehicle Supply Equipment also known as a Charger |
| Implementation Plan | This document. A plan describing the managed charging program and how the program will be implemented. |
| JU | The Joint Utilities of NY |
| L2 | Level 2 EVSE is a charger which is the most powerful charger for the residential context and is generally purchased |
| Make-Ready Program (MRP) | A program to support EVSE infrastructure installation in NY as established by the Make-Ready Program Order. Necessary to accommodate an increased deployment of EVs within New York State by reducing the upfront costs of building charging stations. |
| Make-Ready Program Order | Case 18-E-0138: Order Establishing Electric Vehicle Infrastructure Make-Ready Program and Other Programs, July 16, 2020 |
| Managed Charging Program | A program designed to optimize EV charging around grid conditions, usually broken into Passive and Active programs. Passive managed charging programs involve using behavior methods of shifting load. Active managed charging programs use direct control of user EV or EV chargers to shift load. |
| Managed Charging Order | Case 18-E-0138, Order Approving Managed Charging Programs with Modifications, Jul. 14, 2022. |
| Participant | A customer of either NYSEG or RG&E (the Companies) that applies and is accepted into the managed charging program, agreeing to participate in accordance with the Terms & Conditions as established by the Companies. |
| Peak Avoidance Incentive | Incentive provided by the Companies to participants to encourage reduction of their EV charging demand during the peak window. |
| Peak Window | 2:00PM-5:00PM daily |
| Phase-In Rate | A tiered rate structure based on EVSE site load factors that provide an alternative to traditional demand-based rate structure. |
| Staff | Relevant employees of the Department of Public Service |
| Utilities | New York State investor-owned electric utilities |

# 1. INTRODUCTION

## 1.1 BACKGROUND & SUMMARY OF ORDER

The New York Public Service Commission's ("PSC") January 19, 2023, Order Establishing Framework for Alternatives to the Traditional Demand-Based Rate Structure ("Order")[1] adopted a suite of operating cost relief solutions for commercial electric vehicle (EV) charging customers. The Order directed the Joint Utilities (JU)[2] to file an Immediate Solution implementation plan on March 20, 2023 (60 days after issuance of the Order) and a Near-term Solution proposal on July 18, 2023 (180 days after issuance of the Order). The Immediate Solution required: (1) for the Upstate Utilities[3] a Demand Charge Rebate (DCR) for all commercial EV charging use cases; (2) for the Downstate Utilities,[4] a Commercial Managed Charging Program (CMCP) with use-case specific adders for transit and public Level 2 (L2) charging, and a 50 percent DCR for public Direct Current Fast Charging (DCFC) sites; and (3) for all utilities, a termination of the existing Per-Plug Incentive (PPI) program for new applicants and the redeployment of those funds for demand management technology incentives. Most elements of the Joint Utilities' Immediate Solution were filed with the Commission on March 20, 2023, and the demand management technology filing was made on May 19, 2023.[5] The Commission has not yet ruled on these filings.

For a Near-term Solution, the Order directed 1) the JU to propose draft tariffs for an EV Phase-In Rate (PIR) and 2) the Upstate Utilities to develop and implement a CMCP. This document is the CMCP implementation plan and associated draft tariff leaves for New York State Electric and Gas ("NYSEG") and Rochester Gas and Electric ("RG&E"), collectively referred to as ("the Companies").

1 Case 22-E-0236, Proceeding to Establish Alternatives to Traditional Demand-Based Rate Structures for Commercial Electric Charging, Order Establishing Framework for Alternatives to Traditional Demand- Based Rate Structures (Issued January 19, 2023).

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

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

4 The Downstate Utilities are Con Edison and O&R.

5 The Joint Utilities requested and received a 60-day extension, until May 19, 2023, to file a demand management technology program. Case 22-E-0236, Proceeding to Establish Alternatives to Traditional Demand-Based Rate Structures for Commercial Electric Vehicle Charging. Ruling on Extension Request (issued March 8, 2023).

# 2. COMMERCIAL MANAGED CHARGING PROGRAM DESIGN

## 2.1 CUSTOMER ELIGIBILITY

The Companies' Commercial Managed Charging Program (CMCP) is an opt-in program open to commercial customers in the rate classes shown in Tables 1 and 2. Commercial customers participating in the CMCP must be capable of offering at least 25kW of nameplate electric vehicle supply equipment (EVSE). This load requirement is consistent with the Companies' Commercial Demand Response programs (i.e., Commercial System Relief Program and Dynamic Load Management offerings or "CSRP"). All types of EV charging are eligible, including public charging, fleet and workplace charging, multi-unit dwellings, and any other market segments who take service on an eligible commercial rate.

**Table 1 NYSEG Eligible Commercial Rate Classes**

| NYSEG | |
|---|---|
| Rate Class | Demand Requirements |
| Service Classification No. 2 | 5 kW – 500 kW |
| Service Classification No. 3 | 25 kW – 500 kW |
| Service Classification No. 7-1 | ≥ 500 kW |
| Service Classification No. 7-2 | ≥ 500 kW |
| Service Classification No. 7-3 | ≥ 500 kW |
| Service Classification No. 7-4 | ≥ 500 kW |

**Table 2 RG&E Eligible Commercial Rate Classes**

| RG&E | |
|---|---|
| Rate Class | Demand Requirements |
| Service Classification No. 3 | > 100 kW |
| Service Classification No. 7 | >12 kW |
| Service Classification No. 8S | > 300 kW |
| Service Classification No. 8P | > 300 kW |
| Service Classification No. 8SI | > 300 kW |
| Service Classification No. 8SC | > 300 kW |

| | |
|---|---|
| Service Classification No. 8Su | > 300 kW |
| Service Classification No. 8T | > 300 kW |

Participants in the Companies' CMPC must currently have installed, or agree to have installed at the participant's expense, one-hour interval metering. As the Companies continue to roll-out Advanced Metering Infrastructure (AMI) across their service areas, the requirement for interval metering will be eliminated for each participant as they are converted to AMI.

Customers that separately meter their EV load will be eligible to participate, subject to the metering requirements. For customers whose EVSE load is co-mingled with other on-site load, the Companies will establish eligibility through the computation of a Charging Ratio, where the customer's maximum EVSE charging capacity (in kW) is equal to or greater than 50% of the maximum site demand. Consistent with the Company's proposed DCR[6], the Charging Ratio is defined as the ratio of the sum of EV charging capacity in kW to the sum of the maximum simultaneous demand of all loads on the account in kW. The Charging Ratio will be determined at the time of Program application and will remain the Charging Ratio until such time as the Customer provides a new load letter. The customer's maximum potential load will be defined by the customer's load letter generated as part of new or additional electric service request. An updated load letter may be requested to establish eligibility for the program if the load letter on file is outdated. The Charging Ratio computation will be updated when a customer makes any changes to their load (i.e., EV charging load, non-EV loads, or both). The Company reserves the right the re-evaluate the Charging Ratio and Program eligibility at any time.

The Companies will allow customers participating in CMCP to also participate in the EV PIR. In addition, the Companies plan to allow any customers participating in the CMCP to also participate in the Companies' Commercial Demand Response programs such as the CSRP. The Companies acknowledge that programs like the CSRP target similar peak-avoidance benefits, and customer participation in the CMCP will allow the Companies to gather information about EV customer load management efforts across the different types of sites (e.g., separately metered, co-located with other loads, public charging versus private/fleet charging, etc.) needed to best understand how to align customer offerings.

## 2.2 INCENTIVE DESIGN

[6] New York State Electric & Gas Corporation and Rochester Gas and Electric Corporation Demand Charge Rebate Program Implementation Plan, March 20, 2023.

The Companies will offer incentives to participating customers to manage their EV loads during off-peak times. Specifically, the Companies will offer a Peak Avoidance Incentive that incentivizes participants to reduce their EV charging demands during the program's Peak Window.

The Companies propose to measure Peak Avoidance on a monthly basis as follows:

$$Peak\ Avoidance\ (kW) = (Max.EVSE\ Demand\ during\ all\ hours) - (Max.EVSE\ Demand\ during\ Peak\ Window).$$

Where 'Max. EVSE Demand during all hours' will be the highest average kilowatts of demand on the electric grid over a one-hour period that month, and 'Max. EVSE Demand during Peak Window' will be the highest average kilowatts of demand on the electric grid over a one-hour period during the Peak Window that month. The customer will then receive an incentive based upon their Peak Avoidance Incentive as follows:

$$Peak\ Avoidance\ Incentive_i = (Peak\ Avoidance_i) * (Charging\ Ratio) * (Incentive\ Rate_i)$$

Where *i* denotes the month. The proposed Incentive Rates are described in more detail in section Error! Reference source not found..

The Companies have not proposed to modify the incentives based upon a customer's participation in the PIR, however, should the Companies propose this in the future they would have to pay the CMCP incentives on a deferred basis to allow for those modifications to be based upon the customer's bill.

The Companies have not specified any calculation adjustments for sites that have co-located battery storage, customer generation (e.g., solar) or any other circumstances that may result in the net demand on the electric grid being different from the power output of the EVSE.

## 2.3 INCENTIVE RATES

The CMCP incentives are designed to be cost effective, resulting in estimated lifetime benefits that are greater than or equal to estimated lifetime costs. The Companies propose initial incentive amounts that are based upon their existing Commercial Demand Response Programs. These programs and their incentives have already demonstrated cost effectiveness in accordance with the Companies' Benefit Cost Analysis (BCA) Handbook.[7] Under the BCA Handbook guidelines the Companies' Commercial Demand Response Programs achieve a score greater that 1 using both the Utility and Societal Benefit Tests.

The Companies propose to value the Peak Avoidance Incentive based upon their CSRP incentive structure. CSRP offers a maximum annual incentive of $30.50/ kW over a period of five months. To extend the Peak Avoidance Incentive and make it available twelve months a year, the

[7] NYSEG and RG&E Benefit Cost Analysis Handbook Version 3.0, dated June 30, 2020

Companies propose to establish a seasonal incentive structure that places greater value on the four summer months of June to September. Table 3 illustrates the Companies proposed Peak Avoidance Incentive value stream.

*Table 3 Peak Avoidance Incentive Rates*

| Month | Peak Avoidance – Avoided Incentive (per-kW avoided) |
|---|---|
| Jan | $2.00 |
| Feb | $2.00 |
| Mar | $2.00 |
| Apr | $2.00 |
| May | $2.00 |
| Jun | $3.50 |
| Jul | $3.50 |
| Aug | $3.50 |
| Sep | $3.50 |
| Oct | $2.00 |
| Nov | $2.00 |
| Dec | $2.00 |
| **Total** | **$30.00** |

The Companies propose these incentive values to encourage year-round management of EVSE loads, to align the largest incentives to the system peak periods during the summer, and to achieve a cost-effective and cost-beneficial program.

## 2.4 PEAK WINDOW

The Companies proposes a single peak window of 2:00pm to 5:00pm daily, to align with the Companies' proposed Super-Peak period of the EV Phase-In Rate. The alignment of the Peak Window to the EV Phase-In Rate Super-Peak period avoids multiple peak windows that participating customers may conflate when participating in both the EV Phase-In Rate and the

CMCP. This alignment also minimizes the impact to potential localized EV charging burdens that may frustrate EV drivers, fleet operators and EVSE site hosts alike through charger unavailability or queuing.

The Companies expect the 2:00pm to 5:00pm window to capture sufficient peak avoidance value while still giving EVSE customers flexibility to shift their charging to off-peak hours and prevent negative perceptions that may hinder CMCP enrollment. The Companies will assess the 2:00-5:00pm peak window over time, to determine its effect on CMCP enrollment. The Companies may elect to vary the peak window to test acceptance of extended windows.

## 2.5 INCENTIVE CALCULATION EXAMPLES

Below are several illustrative examples of the Peak Avoidance Incentive calculation.

*Example 1*

Customer A is a distribution customer whose EVSE is separately metered and therefore their Charging Ratio is 100%. Customer A sees a maximum EVSE demand in July of 150kW and a maximum EVSE demand during the peak window of 50kW. Customer A's Peak Avoidance is 100kW and they receive a $350 incentive for the month of July (100kW avoided * $3.50/kW-avoided total incentive rate).

*Example 2*

Customer B is a distribution customer whose EVSE is not separately metered. The nameplate of the EVSE is 150kW and the customer's building load is 250kW. Customer B's Charging Ratio is 60%. Customer B sees a maximum demand in July of 300kW (inclusive of EVSE and building load) or Site Load and a maximum demand during the peak window of 150kW. Customer B's Peak Avoidance is 150 kW. Customer B receives a $315 incentive for the month of July (150kW avoided * .6 * $3.50/kW-avoided incentive rate).

*Example 3*

Customer C is a distribution customer whose EVSE is not separately metered. The nameplate of the EVSE is 50kW and the customer's building load is 250kW. Customer B's Charging Ratio is 20% and is therefore ineligible to participate in the CMCP.

## 2.6 PROGRAM DESIGN FLEXIBILITY

The Companies expect to adjust the program design over time to improve its effectiveness and efficiency. This is particularly applicable to the use of Charging Ratio's to determine eligibility and calculation of Peak Avoidance Incentives. The Companies plan to continue to work with the Joint Utilities to improve data collection processes, technology, accuracy, and consistency. The

Companies plan to adjust key program design elements on an annual basis via a petition, as may be required, or in updated implementation plans describing the updates to program design including any revised tariff leaves, as necessary. Beyond the use of Charging Ratios, the Companies anticipate adjusting program design elements, including but not limited, to customer eligibility, incentive rates, peak window, and other elements as needed.

## 2.7 PROGRAM DESIGN CONSIDERATIONS

The CMCP design balances customer accessibility, effectiveness, and efficiency to manage commercial EV charging loads by incentivizing peak avoidance, providing a price signal to minimize future peak load, and driving more efficient investments on the electric grid.

The Companies have opted not to add other incentives, such as a per-kWh off-peak charging incentive, that are less directly tied to cost causation and less likely to result in a cost-effective program. Other managed charging programs, such as those for residential customers, use per-kWh off-peak rebates as per-kWh charges and credits are more familiar to residential customers. Further, residential customers typically can't do much to influence the maximum demand of their EVSE (i.e., the EVSE is either on or off), whereas commercial customers may be more likely to have multiple EVSE and more tools to manage their collective peak demand at a site.

The Peak Avoidance Incentive only pays customers to the degree they are consistently moving EV charging load to off-peak times. The Companies' proposed approach provides the best approach for customers with and without separately metered EVSE. The proposed design minimizes incenting customers who see maximum EVSE demand during the peak window, who do little to shift their EV charging loads.

Finally, the Companies note that this implementation plan does not currently assume any advanced technology integrations, such as short-term peak load forecasts at the substation level, distributed energy resource management system (DERMS) integrations, or standards-based device integrations (e.g., OpenADR, IEEE 2030.5). Future iterations of this program may leverage or benefit from investments in such approaches, and the Companies will consider proposals in this and other proceedings as it sees necessary.

# 3. COMMERCIAL MANAGED CHARGING PROGRAM IMPLEMENTATION PLAN

## 3.1 PROGRAM IMPLEMENTATION OVERVIEW

To launch the CMCP, the Companies will establish a customer application process, a process to determine if interval metering is in place at the Applicant's site and assist customers who require interval metering to participate, an incentive payment process, and a program analysis and reporting process. Further, the Companies will market the program to interested customers and

perform other day-to-day program management responsibilities. These implementation steps are described below.

## 3.2 CUSTOMER ENROLLMENT PROCESS

The Companies will establish a program landing page within the relevant utility website which will contain the program description, application instructions, and frequently asked questions. The Companies will implement a customer eligibility verification process to ensure that customers are on eligible rates and not in any competing or conflicting offerings (if applicable). The Companies expect new program applications to be verified, and for newly enrolled customers to become eligible for incentive payments, within 30 days or less (pending no missing or incomplete application information).

The Companies expect that some commercial customers will have multiple electric accounts under management, such as EVSE developers, fleet operators, or multi-family development property managers. The Companies will strive to make program application, communications, incentive payment, and other management processes efficient and effective for customers with multiple EVSE sites under management.

A draft of the CMCP customer application data elements is attached as Appendix 2.

## 3.3 INCENTIVE PAYMENT PROCESS

The Companies plan to pay CMCP incentives on a quarterly basis through an off-bill payment by check, mailed directly to the participant.

## 3.4 MARKETING AND OUTREACH

The Companies will market the CMCP to customers going through the Make-Ready Program, other known EVSE sites, Approved Contractors in the Make-Ready Program, Networking Service Providers, and other EV stakeholders. The Companies will establish a program landing page on its website, as described in Section 3.2, where customers can learn more about the program, its design, how to enroll, and frequently asked questions.

The Companies will perform an initial marketing campaign once the program becomes available, followed by ongoing targeted marketing to new customers and contractors in the Make-Ready Program over time.

## 3.5 PROGRAM TIMELINE

The Companies expect to launch the program approximately six to seven months after receiving approval of the implementation plan. The Companies may require time to contract with an incentive payment vendor, develop customer facing materials, validate meter data and incentive payment processes. Assuming the Companies receive an Order approving the implementation plan and tariffs by November 2023, the program should be able to launch prior to or during the summer season (June to September) of 2024.

## 3.6 PROGRAM BUDGET

The Companies' proposed budget for 2024 through 2026 is summarized in Table 4. The program budget includes two estimates of customer incentive costs. The low estimate is based upon an assumed average level of peak avoidance across all participants. The high estimate assumes the same average level of peak avoidance per participant with higher levels of program adoption than in the low estimate. The Companies requests authorization for the estimated program administration budget in addition to the high customer incentive budget estimate, totaling $5,101,362 over the term. The Companies request flexibility for the budget to be used across budget categories and across years until it is expended. The Companies will file a budget for additional program years as necessary.

The Companies project the program will be cost effective (net beneficial) over the term with either the low or high incentive cost scenarios shown in this budget table.

Table 4 Estimated Program Budget

| | CY2024 | CY2025 | CY2026 | Term (2024-2026) |
|---|---|---|---|---|
| Staffing | $147,000 | $151,410 | $155,952 | $454,362 |
| Other Program Administration Costs | $165,000 | $175,000 | $185,000 | $525,000 |
| Evaluation | $200,000 | $200,000 | $200,000 | $600,000 |
| Customer Incentives (Low) | $137,400 | $480,900 | $755,700 | $1,374,000 |
| Customer Incentives (High) | $412,200 | $1,442,700 | $2,267,100 | $4,122,000 |
| Total (with high customer incentives) | **$924,200** | **$1,969,110** | **$2,808,052** | **$5,701,362** |

## 3.7 COST RECOVERY

Peak Avoidance Incentives paid to Participants in the CMCP, including carrying charges calculated at the Companies' currently authorized pre-tax cost of capital applied to the net-of-tax balances, will be deferred to the end of each calendar year, and recovered during the subsequent program year through the EV Make-Ready Surcharge.

## 3.8 EVALUATION AND REPORTING

In the Order, the Commission directed the Companies to report on the following data semi-annually, on a per-participant basis if feasible: (1) the number of accounts participating in the immediate and near-term solutions; (2) participants' average peak demand kW; (3) participants average monthly kWh consumption; (4) participants' average annual load factor on a year-to-date basis; and (5) the number and type of each charger participating.

The Commission further directed the Companies to collect and report the following data annually: (1) the year-over-year growth rate in number of accounts participating in Solutions; (2) an assessment of whether incremental EV charging load has resulted in local grid impacts; (3) an assessment of the extent to which incremental EV charging load has resulted in upward or downward rate pressure on non-participating customer rates; and (4) an assessment on the impacts of Solutions on low- and moderate-income customers and Disadvantaged Community residents.

While much of the reporting data requested by the Commission is directly available to the Companies, such as participation and consumption data, several annual reporting requirements will require deeper analysis of unique distribution system, rate classes and demographics. To report on these requirements the Companies will need to procure the services of an Evaluation, Measurement and Verification services provider. The Companies have provided the estimated costs for these services in Section 3.6.

# 6. APPENDICES

## 6.1 APPENDIX 1: DRAFT TARIFF LEAVES

GENERAL INFORMATION

49. Electric Vehicle ("EV") Make Ready Surcharge ("EV Surcharge")

The Electric Vehicle ("EV") Make-Ready Surcharge is to recover the costs associated with the make-ready programs administered by the Company or by NYSERDA as described below.

A. Programs

1. Utility-Owned Make-Ready Work
The depreciation expense related to utility-owned make-ready costs, including work related to future-proofing Company infrastructure, and the return on the average unrecovered portion of such investment, net of deferred income taxes, shall be collected and amortized over the subsequent one-year period, including carrying charges at the Company's pre-tax weighted average cost of capital.

2. Customer-Owned Make-Ready Work
Incentives paid for customer-owned make-ready work, including carrying charges calculated at the Company's currently authorized pre-tax cost of capital applied to the net-of-tax balances of such incentives and carrying charges, shall be recovered over a period of 15 years.

3. Make-Ready Implementation Costs
Implementation costs inclusive of the Fleet Assessment Service, including carrying charges calculated at the Company's currently authorized pre-tax cost of capital applied to the net-of-tax balances of such other costs and carrying charges, shall be recovered over a period of 5 years.

4. ~~EV~~ Residential Managed Charging Program
Costs associated with the EV Managed Charging Program (Rule 53), including carrying charges calculated at the Company's currently authorized pre-tax cost of capital applied to the net-of-tax balances, shall be deferred to the end of each program year and recovered during the subsequent program year.

5. Commercial Managed Charging Program
Costs Associated with the EV Commercial Managed Charging Program (Rule 53), including carrying charges calculated at the Company's currently authorized pre-tax cost of capital applied to the net-of-tax balances, shall be deferred to the end of each program year and recovered during the subsequent program year.

6. Other Programs
This includes costs associated with the Environmental Justice Community Clean Vehicles Transformation Prize, Clean Personal Mobility Prize, Clean Medium- and Heavy- Duty Innovation Prize, and Medium- and Heavy- Duty Make-Ready Pilot Program. To the extent that costs in these programs are for utility-owned make-ready infrastructure, such costs shall be recovered consistent with Utility-Owned Make-Ready Work as noted in (a) above. Other costs of these programs, including carrying charges calculated at the Company's currently authorized pre-tax cost of capital applied to the net-of-tax balances of such other costs and carrying charges, shall be recovered over a period of 15 years.

B. Applicability
The EV Surcharge shall be collected from all customers taking service under Service Classification Nos. 1, 2, 3, 5, 6, 7, 8, 9, 11 and 12, whether receiving electricity supply from the Company or an ESCO.

GENERAL INFORMATION

53. EV Managed Charging Programs

1. Residential Managed Charging Program

A. Eligibility:

1. A residential customer, as defined by HEFPA, taking service under Service Classification No. 1 who owns or leases a plug-in hybrid or battery electric vehicle may be eligible for this program subject to the program requirements in the EV Managed Charging Implementation Plan posted on the Company's website.
2. A customer must participate in the program for a minimum of 12-months to be eligible for the enrollment and participation incentives described in Rule 53.1.B below.
3. Eligible customers may participate in this program through December 31, 2025.

B. Program Tiers and Incentives:

1. Baseline Tier:
   i. Enrollment Incentive: A customer shall receive a one-time $25 enrollment incentive for enrolling in the Baseline Tier of the managed charging program.
   ii. Participation Incentive: A customer shall receive the Participation Incentive if the customer charges off-peak, 11:30 P.M. to 7:00 A.M. Eastern Standard Time, 80% or more for the calendar month. The Participation Incentive shall be the difference between the Service Classification No. 1 delivery and supply rates for the month and the Service Classification No. 8 – PEV delivery and supply rates for the month multiplied by the kWh used off-peak measured by the customers vehicle telematics system or charger. A customer that does not achieve the 80% threshold in any given month shall not earn an incentive for that month, however, the customer shall be able to earn the participation incentive in any of following months if they achieve the 80% threshold.

2. Advanced Tier:
   i. Enrollment Incentive: A customer shall receive a one-time $150 enrollment incentive for enrolling in the Advanced Tier of the managed charging program.
   ii. Participation Incentive: The Participation Incentive shall be the difference between the Service Classification No. 1 delivery and supply rates for the month and the Service Classification No. 8 – PEV delivery and supply rates for the month multiplied by the kWh used off-peak measured by the customers vehicle telematics system or charger. A customer shall receive the incentive, assessed on a month-to-month basis, if the customer maintains an active daily charging schedule and agrees to allow active managed charging of their vehicles by the Company. A customer shall not override their managed charging schedule resulting in an on-peak charging event greater than fifteen (15) minutes and more than three (3) times per month.

Specific information on the program, including dispute resolution, shall be set forth in the EV Managed Charging Implementation Plan posted on the Company's website.

GENERAL INFORMATION

53. EV Managed Charging Programs (Cont'd)

1. Residential Managed Charging Program (Cont'd)

C. Cost Recovery:

Program implementation costs, enrollment incentives, and participation incentives shall be recovered through the EV Make-Ready Surcharge (Rule 49).

2. Commercial Managed Charging Program

A. Eligibility

A customer served under Service Classification Nos. 2, 3 or 7 that installs and operates electric vehicle charging equipment shall be eligible for the Electric Vehicle ("EV") Commercial Managed Charing Program subject to the following conditions:

i. A customer operating electric vehicle charging equipment ("EV Charging") must currently use a Company interval meter or an AMI meter, installed during the Company's AMI meter deployment, to be eligible for the EV Commercial Managed Charging Program.
   a. A customer may elect to have the Company install an interval meter at the customer's expense.
ii. A customer operating EV Charging must have a total combined capacity of 25 kW in EV Charging nameplate capacity to be eligible for the EV Commercial Managed Charging Program
iii. A customer operating EV Charging must have a Charging Ratio of 50 percent or greater in order to be eligible for the EV Commercial Managed Charging Program.
   a. For a customer that chooses to separately meter their EV charging load, the Charging Ratio shall be equal to 100 percent.

A customer currently enrolled in the Excelsior Jobs Program pursuant to Rule 32 of this Schedule is ineligible for the Commercial Managed Charging Program.

GENERAL INFORMATION

53. EV Managed Charging Programs (Cont'd)

2. Commercial Managed Charging Program (Cont'd)

B. Peak Avoidance Incentive Determination and Issuance

a. Customers will be paid a Peak Avoidance Incentive for each kW of EV Charging consumption avoided during the Peak Window.
   i. The Peak Avoidance Incentive is $3.50 per kW for the months of June through September.
   ii. The Peak Avoidance Incentive is $2.00 per kW for all other months of a year.
   iii. The Peak Window is 2:00pm to 5:00 PM for all non-holiday weekdays.

b. The Peak Avoidance Incentive will be the highest average kilowatts of demand on the electric grid over a one-hour period in a month, less the highest average kilowatts of demand on the electric grid over a one-hour period during the Peak Window in the same month.

c. The resulting difference in kilowatts will be the determinate for the Peak Avoidance Incentive subject to the customers Charging Ratio.

d. Charging Ratio is defined as the ratio of the sum of the EV charging nameplate capacity in kW to the sum of the customer's maximum simultaneous demand of all onsite load in kW, including electric vehicle charging load.
   i. The maximum simultaneous demand of all load (in kW) onsite will be determined from the most recent Electrical Load Form on the account. The Electrical Load Form provides the customer's anticipated on-site load from all electrical equipment sources and is general submitted by a customer when requesting new or upgraded electric service.
   ii. The Company may request an updated Electrical Load Form at any point in time that is subsequent to the customer's interconnection of the electric vehicle charging equipment for the purposes of determining eligibility.
   iii. The Charging Ratio shall be determined at the time of application and shall remain the Charging Ratio until such time that the customer provides a new Electrical Load Form if adding or removing load.
   iv. The Company reserves the right to re-evaluate the Charging Ratio and eligibility subsequent to application for, or a change in electric service.

e. For a customer with a Charging Ratio of 50 percent or greater, the Peak Avoidance Incentive will be reduced by the equivalent percentage.

f. The Peak Avoidance Incentive shall be issued separately from the customer's bill on a quarterly basis.

g. Additional specific information on the EV Commercial Managed Charging Program shall be set forth in the Commercial Managed Charging Program Implementation Plan posted on the Company's website.

C. Cost Recovery

a. Program Costs and Peak Avoidance Incentives paid to customers shall be recovered through the EV Make-Ready Surcharge (Rule 49).

GENERAL INFORMATION

33. Electric Vehicle ("EV") Make Ready Surcharge ("EV Surcharge")

The Electric Vehicle ("EV") Make-Ready Surcharge is to recover the costs associated with the make-ready programs administered by the Company or by NYSERDA as described below.

A. Programs

1. Utility-Owned Make-Ready Work
The depreciation expense related to utility-owned make-ready costs, including work related to future-proofing Company infrastructure, and the return on the average unrecovered portion of such investment, net of deferred income taxes, shall be collected and amortized over the subsequent one-year period, including carrying charges at the Company's pre-taxed weighted average cost of capital.

2. Customer-Owned Make-Ready Work
Incentives paid for customer-owned make-ready work, including carrying charges calculated at the Company's currently authorized pre-tax cost of capital applied to the net-of-tax balances of such incentives and carrying charges, shall be recovered over a period of 15 years;

3. Make-Ready Implementation Costs
Implementation costs inclusive of the Fleet Assessment Service, including carrying charges calculated at the Company's currently authorized pre-tax cost of capital applied to the net-of-tax balances of such other costs and carrying charges, shall be recovered over a period of 5 years.

4. ~~EV~~ Residential Managed Charging Program
Costs associated with the EV Managed Charging Program (Rule 37), including carrying charges calculated at the Company's currently authorized pre-tax cost of capital applied to the net-of-tax balances, shall be deferred to the end of each program year and recovered during the subsequent program year.

5. Commercial Managed Charging Program
Costs associated with the EV Commercial Managed Charging Program (Rule 37), including carrying charges calculated at the Company's currently authorized pre-tax cost of capital applied to the net-of-tax balances, shall be deferred to the end of each program year and recovered during the subsequent program year.

6. Other Programs
This includes costs associated with the Environmental Justice Community Clean Vehicles Transformation Prize, Clean Personal Mobility Prize, Clean Medium- and Heavy- Duty Innovation Prize, and Medium- and Heavy- Duty Make-Ready Pilot Program and Transit Authority Make-Ready Program. To the extent that costs in these programs are for utility-owned make-ready infrastructure, such costs shall be recovered consistent with Utility-Owned Make-Ready Work as noted in (a) above. Other costs of these programs, including carrying charges calculated at the Company's currently authorized pre-tax cost of capital applied to the net-of-tax balances of such other costs and carrying charges, shall be recovered over a period of 15 years.

B. Applicability
The EV Surcharge shall be collected from all customers taking service under Service Classification Nos. 1, 2, 3, 4, 7, 8, 9, 10, 11 and 14, whether receiving electricity supply from the Company or an ESCO.

GENERAL INFORMATION

37. EV Managed Charging Programs

1. Residential Managed Charging Program

A. Eligibility:

1. A residential customer, as defined by HEFPA, taking service under Service Classification No. 1 who owns or leases a plug-in hybrid or battery electric vehicle is eligible for this program subject to the program requirements in the EV Managed Charging Implementation Plan posted on the Company's website.
2. A customer must participate in the program for a minimum of 12-months to be eligible for the enrollment and participation incentives described in Rule 37.1.B below.
3. Eligible customers may participate in this program through December 31, 2025.

B. Program Tiers and Incentives:

1. Baseline Tier:
   i. Enrollment Incentive: A customer shall receive a one-time $25 enrollment incentive for enrolling in the Baseline Tier of the managed charging program.
   ii. Participation Incentive: A customer shall receive the Participation Incentive if the customer charges off-peak, 9:00 P.M. to 7:00 A.M. Eastern Standard Time, 80% or more for the calendar month. The Participation Incentive shall be the difference between the Service Classification No. 1 delivery and supply rates for the month and the Service Classification No. 4 – PEV delivery and supply rates for the month multiplied by the kWh used off-peak measured by the customers vehicle telematics system or charger. A customer that does not achieve the 80% threshold in any given month shall not earn an incentive for that month, however, the customer shall be able to earn the participation incentive in any of following months if they achieve the 80% threshold.

2. Advanced Tier:
   i. Enrollment Incentive: A customer shall receive a one-time $150 enrollment incentive for enrolling in the Advanced Tier of the managed charging program.
   ii. Participation Incentive: The Participation Incentive shall be the difference between the Service Classification No. 1 delivery and supply rates for the month and the Service Classification No. 4 – PEV delivery and supply rates for the month multiplied by the kWh used off-peak measured by the customers vehicle telematics system or charger. A customer shall receive the incentive, assessed on a month-to-month basis, if the customer maintains an active daily charging schedule and agrees to allow active managed charging of their vehicles by the Company. A customer shall not override their managed charging schedule resulting in an on-peak charging event greater than fifteen (15) minutes and more than three (3) times per month.

3. Specific information on the program shall be set forth in the EV Managed Charging Implementation Plan posted on the Company's website.

37. EV Managed Charging Programs (Cont'd)

1. Residential Managed Charging Program (Cont'd)

C. Cost Recovery:

Program implementation costs, enrollment incentives, and participation incentives shall be recovered through the EV Make-Ready Surcharge (Rule 33).

2. Commercial Managed Charging Program

A. Eligibility

A customer served under Service Classification Nos. 3, 7 or 8 that installs and operates electric vehicle charging equipment shall be eligible for the Electric Vehicle ("EV") Commercial Managed Charing Program subject to the following conditions:

i. A customer operating electric vehicle charging equipment ("EV Charging") must currently use a Company interval meter or an AMI meter, installed during the Company's AMI meter deployment, to be eligible for the EV Commercial Managed Charging Program.
   a. A customer may elect to have the Company install an interval meter at the customer's expense.
ii. A customer operating EV Charging must have a total combined capacity of 25 kW in EV Charging nameplate capacity to be eligible for the EV Commercial Managed Charging Program
iii. A customer operating EV Charging must have a Charging Ratio of 50 percent or greater in order to be eligible for the EV Commercial Managed Charging Program.
   a. For a customer that chooses to separately meter their EV charging load, the Charging Ratio shall be equal to 100 percent.

A customer currently enrolled in the Excelsior Jobs Program pursuant to Rule 4.L.3 of this Schedule is ineligible for the Commercial Managed Charging Program.

GENERAL INFORMATION

37. EV Managed Charging Programs (Cont'd)

2. Commercial Managed Charging Program (Cont'd)

B. Peak Avoidance Incentive Determination and Issuance

a. Customers will be paid a Peak Avoidance Incentive for each kW of EV Charging consumption avoided during the Peak Window.
   i. The Peak Avoidance Incentive is $3.50 per kW for the months of June through September.
   ii. The Peak Avoidance Incentive is $2.00 per kW for all other months of a year.
   iii. The Peak Window is 2:00pm to 5:00 PM for all non-holiday weekdays.
b. The Peak Avoidance Incentive will be the highest average kilowatts of demand on the electric grid over a one-hour period in a month, less the highest average kilowatts of demand on the electric grid over a one-hour period during the Peak Window in the same month.
c. The resulting difference in kilowatts will be the determinate for the Peak Avoidance Incentive subject to the customers Charging Ratio.
d. Charging Ratio is defined as the ratio of the sum of the EV charging nameplate capacity in kW to the sum of the customer's maximum simultaneous demand of all onsite load in kW, including electric vehicle charging load.
   i. The maximum simultaneous demand of all load (in kW) onsite will be determined from the most recent Electrical Load Form on the account. The Electrical Load Form provides the customer's anticipated on-site load from all electrical equipment sources and is general submitted by a customer when requesting new or upgraded electric service.
   ii. The Company may request an updated Electrical Load Form at any point in time that is subsequent to the customer's interconnection of the electric vehicle charging equipment for the purposes of determining eligibility.
   iii. The Charging Ratio shall be determined at the time of application and shall remain the Charging Ratio until such time that the customer provides a new Electrical Load Form if adding or removing load.
   iv. The Company reserves the right to re-evaluate the Charging Ratio and eligibility subsequent to application for, or a change in electric service.
e. For a customer with a Charging Ratio of 50 percent or greater, the Peak Avoidance Incentive will be reduced by the equivalent percentage.
f. The Peak Avoidance Incentive shall be issued separately from the customer's bill on a quarterly basis.
g. Additional specific information on the EV Commercial Managed Charging Program shall be set forth in the Commercial Managed Charging Program Implementation Plan posted on the Company's website.

C. Cost Recovery

a. Program Costs and Peak Avoidance Incentives paid to customers shall be recovered through the EV Make-Ready Surcharge (Rule 33).

## 6.2 APPENDIX 2: DRAFT CUSTOMER ENROLLMENT FORM

**Customer Enrollment Form Data Elements**

- Customer name or organization
- Customer contact information
    - Primary name, email, phone number
    - Secondary name, email, phone number
- Customer account number(s) applying to CMCP
- For each account number:
    - Does this site represent only EV charging load?
    - Does this site use an EV energy management system or EVSE power sharing?
    - Does this account have co-located distributed generation (e.g., solar panels)?
    - Does this account have co-located standalone battery storage?
        - Battery storage integrated into the EVSE will be reported in the EVSE inventory.
    - Does this account have an interval meter installed (to be verified by the Companies)?
    - Itemized description of Level 2 EVSE ports and kW for each port
    - Itemized description of DCFC ports and kW for each port
    - Maximum simultaneous EVSE demand in kW
    - EVSE Network Service Provider name
    - Site Type (Public, Multi-Unit Dwelling, Commercial Vehicle Fleet, Workplace, Other).
- Form W-9 submission