

STATE OF NEW YORK
PUBLIC SERVICE COMMISSION

CASE 22-E-0236 - Proceeding to Establish Alternatives to
Traditional Demand-Based Rate Structures for
Commercial Electric Vehicle Charging.

ORDER IMPLEMENTING ELECTRIC VEHICLE CHARGING RATES FOR
COMMERCIAL CUSTOMERS

Issued and Effective: October 17, 2024

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STATE OF NEW YORK
PUBLIC SERVICE COMMISSION

At a session of the Public Service
Commission held in the City of
Albany on October 16, 2024

COMMISSIONERS PRESENT:

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

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BY THE COMMISSION:

INTRODUCTION

On January 19, 2023, the Public Service Commission (Commission) issued the Demand Charge Alternatives Order, in compliance with the requirements of Public Service Law (PSL) §66-s, and directed the Joint Utilities¹ to develop and implement a suite of immediate and near-term solutions to provide operating cost relief to commercial customers with significant

¹ The Joint Utilities include: 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).

electric vehicle (EV) charging loads.² Chief among the solutions established in the Demand Charge Alternatives Order was the requirement that each of the Joint Utilities develop and file new rates designed specifically for commercial EV charging, referred to as EV Phase-In Rates, within 180 days of the effective date of that Order.³ As discussed in the Demand Charge Alternatives Order, the Commission intends the EV Phase-In Rates to be a durable solution for supporting commercial EV charging business models as EV adoption continues. The Joint Utilities made their respective EV Phase-In Rate filings on July 18, 2023, as directed.

By this Order, the Commission: (1) approves EV Phase-In Rates with a four-hour super-peak period time-of-use (TOU) energy charge, to become available for customer participation no later than 12 months from the effective date of this Order; (2) establishes a minimum level of outreach for customers participating in the Demand Charge Rebate Program and Commercial Managed Charging Program use-case-specific adder incentives; (3) requires National Grid and Central Hudson to defer incremental metering costs which would otherwise be incurred by EV Phase-In Rate customers for later recovery; (4) denies NYSEG and RG&E's

² Case 22-E-0236, Order Establishing Framework for Alternatives to Traditional Demand-Based Rate Structures (issued January 19, 2023) (Demand Charge Alternatives Order).

³ The Demand Charge Alternatives Order also directed the Joint Utilities to file a suite of Immediate Solutions, which the Commission approved in the November 20, 2023 Order Implementing Immediate Solutions Programs, and the August 19, 2024 Order Establishing Load Management Technology Incentives Programs, both in this proceeding. Of the numerous solutions established in the Demand Charge Alternatives Order, only the requirement to implement a Commercial Managed Charging Program in the Central Hudson, National Grid, NYSEG, and RG&E service territories remains to be considered, which will be taken up in a subsequent Order in this proceeding.

request for pre-authorization for deferral accounting related to billing system implementation costs; and (5) directs the Joint Utilities to make certain clarifications to their respective tariffs, and make an EV Phase-In Rate Implementation Filing with tariffs leaves in compliance with this Order, to become effective not more than 12 months after the effective date of this Order.

BACKGROUND

In the Demand Charge Alternatives Order, the Commission dictated specific requirements for the design of the EV Phase-In Rate options, with limited allowance for utility-specific proposals. The Demand Charge Alternatives Order required that the EV Phase-In Rates be: (1) available to all commercial customers with a Charging Ratio greater than or equal to 50 percent;⁴ (2) designed on a revenue-neutral basis to recover the full embedded costs of each applicable service class;⁵ and be based on a four-tiered rate structure that begins with an energy-based charge structure in the first tier and

⁴ The Charging Ratio for customers that intermingle EV charging demand with other site loads is set equal to the ratio of: (1) the lesser of (a) the sum of the nameplate charging capacity of each charger, or (b) the maximum simultaneous charging capacity, to the extent there is a difference between the two; and (2) the customer's maximum demand from all on-site loads, including EV charging. Where a customer separately meters their EV charging load, the Charging Ratio is set to 100 percent. See Demand Charge Alternatives Order, pp. 14-15.

⁵ Revenue-neutral rate design means that the service class would produce the same amount of revenue under the EV Phase-In Rate as it would under the existing rate design for that service class, assuming that all customers within that service class participate in the EV Phase-In Rate.

gradually increases the relative level of revenues collected through traditional demand charges in subsequent tiers.⁶

The first tier is applicable to customers whose annual load factor is less than or equal to 10 percent, and includes a Customer Charge, and a TOU Energy Charge.⁷ In the first tier, after accounting for revenues collected through the Customer Charge, 100 percent of the remaining revenue requirement must be collected through the TOU Energy Charge.

The second tier is applicable to customers whose annual load factors are greater than 10 percent and less than or equal to 15 percent. The second tier must include a Customer Charge, a TOU Energy Charge, and a traditional Demand Charge. In the second tier, after accounting for revenues collected through the Customer Charge, the Commission established that 75 percent of the remaining revenue requirement collected through the TOU Energy Charge and the remaining 25 percent collected through the traditional Demand Charge would be reasonable, but allowed each of the Joint Utilities to proposed different levels if warranted.

The third tier is applicable to customers whose annual load factors are greater than 15 percent and less than or equal to 20 percent. The third tier must include a Customer Charge, a

⁶ The EV Phase-In Rate design requirements are summarized on pages 34-35 of the Demand Charge Alternatives Order.

⁷ The annual load factor is determined on a rolling basis every six months. The annual load factor for a customer with intermingled EV charging and other site load would be computed as the ratio of (1) total annual site energy use to (2) the product of (a) the maximum site billing demand during the same annual period and (b) 8,760 hours, or 8,784 hours during a leap year. The annual load factor for a customer with separately metered EV charging load would be computed as the ratio of (1) annual EV charging energy usage, to (2) the product of (a) the sum of installed EV charging capacity in kW and (b) 8,760 hours, or 8,784 hours during a leap year.

TOU Energy Charge, and a traditional Demand Charge. In the third tier, after accounting for revenues collected through the Customer Charge, the Commission established that 50 percent of the remaining revenue requirement collected through the TOU Energy Charge and the remaining 50 percent collected through the traditional Demand Charge would be reasonable, but allowed the utilities to proposed different levels if warranted.

The fourth tier is applicable to customers whose annual load factors are greater than 20 percent and less than or equal to 25 percent.⁸ The fourth tier must include a Customer Charge, a TOU Energy Charge, and a traditional Demand Charge. In the fourth tier, after accounting for revenues collected through the Customer Charge, the Commission established that 25 percent of the remaining revenue requirement collected through the TOU Energy Charge and the remaining 75 percent collected through the traditional Demand Charge would be reasonable, but allowed the utilities to propose different levels if warranted.

The Demand Charge Alternatives Order also established requirements for the development of the TOU Energy Charge. Specifically, the TOU Energy Charge was required to include an off-peak energy charge component, an on-peak energy charge component, and a seasonal four-hour super-peak energy charge component. The Commission determined that the same four-hour super-peak period would be applicable throughout a utility's service territory.

Finally, the Commission directed the Joint Utilities to make proposals to transition customers off of a set of previously authorized and implemented Immediate Solutions intended to provide business model support to commercial EV charging customers up until the time that the EV Phase-In Rates

⁸ Customers with annual load factors of 25 percent or greater are not eligible to participate in the EV Phase-In Rates.

became available for customer participation. These Immediate Solutions consist of the Demand Charge Rebate - applicable for all EV charging use-cases in the Central Hudson, National Grid, NYSEG, and RG&E service territories, and for the public direct-current fast charging (DCFC) use-case only within the Con Edison and O&R service territories - and the use-case-specific adder incentives to the Commercial Managed Charging Programs established in the Con Edison and O&R service territories.⁹

EV PHASE-IN RATE FILINGS

A summary of the TOU Energy Charge super-peak, on-peak, and off-peak periods, as well as other applicability criteria, are summarized in Appendix A. The specific EV Phase-In Rate levels proposed by each utility are provided in Appendix B.

Common Elements of All Utility Filings

Although there are numerous utility-specific elements of the EV Phase-In Rate filings, there are several identical elements present in all utility filings. These elements are described below, and therefore will not be summarized in the utility-specific summaries.¹⁰

Each utility proposes that customers must have a Charging Ratio of 50 percent or greater to be eligible to

⁹ Case 22-E-0236, Order Implementing Immediate Solutions Programs (issued November 20, 2023) (Immediate Solutions Order); the "core incentives" available as part of Con Edison and O&R's Commercial Managed Charging Programs - the Peak Avoidance Incentive and Off-Peak Charging Incentive - will continue to be available after implementation of the EV Phase-In Rates is complete.

¹⁰ While many other elements of the proposed EV Phase-In Rates are substantially similar between utilities, there are several differences and distinctions in utility-specific details which require utility-by-utility summarization.

participate in the EV Phase-In Rates. Regarding the eligibility tiers, each utility proposes to establish four tiers within the EV Phase-In Rates based on a customer's load factor, as follows.¹¹

1. Tier 1: load factor less than or equal to 10 percent;
2. Tier 2: load factors greater than 10 percent and less than or equal to 15 percent;
3. Tier 3: load factors greater than 15 percent and less than or equal to 20 percent;
4. Tier 4: load factors greater than 20 percent and less than 25 percent; and
5. Customers with load factors greater than or equal to 25 percent would pay the standard rates and charges applicable to their otherwise applicable service class (OASC).

Each utility proposes to compute each participant's load factor for a rolling 12-month period occurring twice a year, in January and in July. Newly qualifying customers that do not have at least six months of load data would be placed in Tier 1 until such time as at least six months of load data is available for use in calculating that customer's annual load factor. Customers with an annual load factor of greater than 25 percent in four consecutive computations (i.e., over a two-year period) would become ineligible to participate in the EV Phase-In Rates. If that occurred, to become eligible to opt back into EV Phase-In Rates, that customer would have to demonstrate increased EV charging capability and a 50 percent or greater Charging Ratio.

¹¹ Although the Demand Charge Alternatives Order described the EV Phase-In Rates in terms of four "graduations", the utilities have instead adopted the analogous term "tiers." The Commission will adopt the term tiers for describing the various levels of EV Phase-In Rates for clarity and simplicity.

Central Hudson

Central Hudson proposes four tiers of EV Phase-In Rates for five combinations of service class (SC) and voltage levels: (1) SC 2 - Secondary, (2) SC 2 - Primary, (3) SC 3, (4) SC 13 - Substation, and (5) SC 13 - Transmission. Central Hudson states that the EV Phase-In Rates it proposes were designed on a revenue neutral basis to the Rate Year 3 revenue requirement of its then-present rate plan.¹² Central Hudson states that it used cost allocation methodologies established in its Allocated Cost of Service (ACOS) Study in developing certain aspects of its EV Phase-In Rates.¹³

Central Hudson proposes to set the Customer Charge for each combination of Service Class, voltage level, and tier equal to the Customer Charge of the OASC. Central Hudson proposes to collect a fixed portion of the revenue requirement not collected through the Customer Charge differing for each tier through a Demand Charge, with 25 percent, 50 percent, and 75 percent of such revenues being collected through Demand Charges in Tiers 2,

¹² As of the time of its filing, Central Hudson's Rate Year 3 was in effect from July 1, 2023, to June 30, 2024. See Case 20-E-0428, Central Hudson - Rates, Order Adopting Terms of Joint Proposal and Establishing Electric and Gas Rate Plan (issued November 18, 2021). Updated rate levels will need to be established to reflect the then-present rate period when the EV Phase-In Rates become available for customer participation.

¹³ Case 15-E-0751, Value of Distributed Energy Resources, Appendix C - ACOS Study Results (filed July 14, 2022). The ACOS Study identifies costs as either customer-related, shared amongst many customers, or local to a single or small group of customers. ACOS Studies are typically used in design of Standby Service and Buyback Service rates to determine the amounts of revenue requirement to collect through various charges applicable to those services. See Case 15-E-0751, supra, Order Establishing an Allocated Cost of Service Methodology for Standby and Buyback Service Rates and Energy Storage Contract Demand Charge Exemptions (issued March 16, 2022).

3, and 4, respectively.¹⁴ The remainder of revenue requirement not collected through either the Customer Charge or the Demand Charge would be collected through a TOU Energy Charge.

Central Hudson proposes to establish three periods for its TOU Energy Charge: an off-peak charge, an on-peak charge, and a five-hour super-peak charge which would only be applicable during the summer. The super-peak period would be applicable from 2:00 p.m. until 7:00 p.m. during the summer and on non-holiday weekdays.¹⁵ Central Hudson states that its five-hour super peak corresponds to system peak hours, and corresponds with the super-peak hours for its Standby Service rates and the on-peak period for its currently effective residential TOU rate option. Central Hudson states that its super-peak period rates are designed to recover a portion of the shared costs identified in its ACOS study and are set to a level between three and five times the off-peak period rate.

Central Hudson proposes that the on-peak period would be applicable from 7:00 a.m. to 2:00 p.m. and from 7:00 p.m. to 11:00 p.m. on non-holiday weekdays during the summer period, and from 7 a.m. to 11 p.m. during non-summer months.¹⁶ Central Hudson states that its on-peak period rates are designed to recover the remainder of the shared costs identified in its ACOS

¹⁴ Tier 1 does not include a Demand Charge.

¹⁵ The summer period for Central Hudson and each of the other utilities was proposed to include the months of June through September. Central Hudson's proposed holidays include New Year's Day, Memorial Day, the Fourth of July, Thanksgiving Day, and Christmas Day; or, where one of the designated holidays falls on a weekend, the weekday that falls closest to the holiday.

¹⁶ Non-summer months include October through May for Central Hudson, Con Edison, National Grid, O&R, and RG&E. NYSEG proposes a winter seasonal super-peak and a different set of non-summer and non-winter months, summarized later in this Order.

study, and for some service classes includes a portion of local costs as well to achieve and outcome where the on-peak period rates are always at least double the applicable off-peak period rates.

Central Hudson proposes that the off-peak period would be applicable from 11:00 p.m. to 7:00 a.m. every day of the week, and also during all hours of weekends, beginning 12:00 a.m. Saturday and ending at 11:59 p.m. Sunday, and the days designated by Central Hudson as holidays. Central Hudson states that its off-peak period rates are designed to recover the remainder of the local costs identified in its ACOS study not already collected through the on-peak period charges. Central Hudson's proposed EV Phase-In Rates are summarized in Appendix B.

In its draft tariff leaves, Central Hudson proposes to add a new "General Information Section 50 - EV Phase-In Rates." This new section of the Central Hudson's tariff would include information regarding: (1) eligibility to participate in the EV Phase-In Rate; (2) transitioning from participation in other programs, such as the Demand Charge Rebate and DCFC Per-Plug Incentive Program (PPI Program); (3) the Charging Ratio; (4) determination of the applicable tier; (5) billing and definitions of TOU periods;¹⁷ (6) incremental metering requirements; and (7) TOU Energy Charge and Demand Charge rates by service class, interconnection voltage, and tier. Central Hudson also provides draft tariff leaves to establish eligibility to participate in the EV Phase-In Rate within the tariff leaves describing SC 2, 3, and 13; and to include

¹⁷ Of note, Central Hudson's tariff language defining the On-Peak TOU period on draft leaf 163.11.1 does not fully describe the on-peak period applicable during non-winter months.

revenues collected through the EV Phase-In Rates within the Revenue Decoupling Mechanism.

Central Hudson states that it would begin to communicate with eligible customers regarding the EV Phase-In Rates upon Commission approval of those rates, and establish a new landing page on its website to house information on the EV Phase-In Rates. To inform stakeholders about the EV-Phase in Rates, Central Hudson would leverage existing outreach efforts through the Make-Ready Program, and would incorporate feedback into its frequently asked questions guides and webinars on its website. Central Hudson states that it would inform customers that enroll in the Demand Charge Rebate about that program's end and the beginning of the EV Phase-In Rates 60 days prior to the change. Additionally, it would notify all Demand Charge Rebate participants and inform them of the additional metering requirements necessary to participate.

Central Hudson describes several challenges for implementing the EV Phase-In Rates. Specifically, Central Hudson notes that implementing the EV Phase-In Rates would require several novel billing structures, such as a combination of TOU Energy Charges and a Demand Charge, a TOU structure with three different time periods, and four tiers of rates for each combination of service class and interconnection voltage resulting in 20 different sets of rates to code, plus procedures for customers switching from tier to tier. Central Hudson notes that it has numerous other ongoing initiatives which also require changes to its billing system, each of which require locking certain aspects of its billing system for testing.¹⁸

¹⁸ Central Hudson indicates that this testing on its billing system must occur sequentially for each initiative and that parallel testing for multiple initiatives simultaneously is not feasible.

Therefore, Central Hudson requests an implementation period of no shorter than 12 months following this Order before the EV Phase-In Rate becomes available for customer participation.

Con Edison

Con Edison proposes four tiers of EV Phase-In Rates for eight combinations of service class and voltage levels: (1) SC 9 - Rate I, Low Tension; (2) SC 9 - Rate I, High Tension (3) SC 9 - Rate II, Low Tension (4) SC 9 - Rate II, High Tension (5) PASNY - Rate I, Low Tension; (6) PASNY - Rate I, High Tension; (7) PASNY - Rate II, Low Tension;, and (8) PASNY - Rate II, High Tension.¹⁹ Con Edison proposes to establish distinct summer seasonal EV Phase-In Rate levels for each combination of service class and voltage level, and further proposes to establish TOU demand charges in Tiers 2, 3, and 4 of its SC 9 - Rate II and PASNY - Rate II EV Phase-In Rates.²⁰ In total, Con Edison's proposal represents 64 unique combinations of service class, voltage, season, and EV Phase-In Rate tier. Con Edison proposes

¹⁹ Con Edison refers to its voltage graduations as either low tension, roughly equating to secondary voltage, and high tension, roughly equating to primary voltage or higher. PASNY refers to the Power Authority of the State of New York, now known as the New York Power Authority (NYPA). Con Edison serves NYPA-customer load, for example, from New York City government buildings and New York City Housing Authority buildings, under the PASNY tariff (P.S.C. No. 12 - Electricity), which in many ways mirrors, but is separate and distinct from, its tariff for non-NYPA customers (P.S.C. No. 10 - Electricity).

²⁰ Unlike Central Hudson, National Grid, NYSEG, and RG&E, both Con Edison and O&R, discussed below, maintain different summer and non-summer seasonal traditional demand charge rates. While several of O&R's traditional demand rate options contain an on/off Demand Charge element, in that maximum demand occurring during off-peak times would not count toward monthly maximums if greater than during on-peak periods, Con Edison is unique among New York State Investor-Owned Utilities for proposing a TOU Demand Charge mirroring that already available under SC 9 - Rate II and PASNY - Rate II.

that customers receiving delivery discounts from other programs, such as Business Incentive Rate or Excelsior Jobs program would not be eligible to participate in the EV Phase-In Rates.

Con Edison states that the EV Phase-In Rates it proposes were designed on a revenue neutral basis to the OASC.²¹ Con Edison states that the Customer Charge for each service class are based on the Customer Charge of the OASC, or, for OASCs that do not have a typical Customer Charge, the Customer Charge for the EV Phase-In Rate for that service class would be developed based on the customer costs determined in the Embedded Cost of Service (ECOS) Study used to set the current rates.²²

Con Edison proposes to collect a fixed portion of the revenue requirement not collected through the Customer Charge in differing proportions of TOU Energy Charges and Demand Charges and for each tier. In Tier 1, 100 percent of revenue requirements not collected through the Customer Charge would be collected through TOU Energy Charges. In Tier 2, 75 percent of revenue requirements not collected through the Customer Charge would be collected through TOU Energy Charges, and the remaining 25 percent would be collected through Demand Charges. In Tier 3, 50 percent of revenue requirements not collected through the

²¹ Con Edison's workpapers demonstrate that the EV Phase-In Rates were developed using the revenue requirement in effect from January 1, 2022, to December 31, 2022, representing Rate Year 3 of the Rate Plan established by the Commission in its January 16, 2020 Order Adopting Terms of Joint Proposal and Establishing Electric and Gas Rate Plan in Case 19-E-0065, et al. Updated rate levels will need to be established to reflect the then-present rate period when the EV Phase-In Rates become available for customer participation.

²² SC 9 - Rate I and PASNY - Rate I do not have a Customer Charge, instead, those service classes have a minimum monthly charge. Therefore, the EV Phase-In Rate Customer Charges for SC 9 - Rate I and PASNY - Rate I would be set using the ECOS Study results.

Customer Charge would be collected through TOU Energy Charges, and the remaining 50 percent would be collected through Demand Charges. In Tier 4, 25 percent of revenue requirements not collected through the Customer Charge would be collected through TOU Energy Charges, and the remaining 75 percent would be collected through Demand Charges.

Con Edison proposes to establish three periods for its TOU Energy Charge: an off-peak charge, an on-peak charge, and a summer-only four-hour super-peak charge. The off-peak and on-peak Energy Charge levels would differ between summer and non-summer seasons.²³ The super-peak period would be applicable from 2:00 p.m. until 6:00 p.m. during summer weekdays. Con Edison proposes that the on-peak period would be applicable from 8:00 a.m. until 2:00 p.m. and from 6:00 p.m. until 10:00 p.m. on weekdays during the summer period, and from 8:00 a.m. until 10:00 p.m. on weekdays during non-summer months. Con Edison proposes that the off-peak period would be applicable during all other hours, i.e., from 10:00 p.m. until 8:00 a.m. every day, and also during all hours of weekends. Neither Con Edison's filing letter or draft tariff leaves specify whether the super-peak or on-peak periods would apply during specified holidays, nor does either document specify that the off-peak period would apply during specified holidays.

Con Edison states that it designed its On-Peak TOU Energy Charge to equal double the applicable Off-Peak TOU Energy

²³ Con Edison's draft tariff leaves refer to seasons as "summer" or "winter." The summer period for Con Edison would include the months of June through September, winter months include October through May. Since this Order considers filings across multiple utilities, and NYSEG's rates include rate periods with a more-specific winter period applicable from December through February, the Commission will refer to Con Edison's winter period by the more descriptive term "non-summer."

Charge during the summer and non-summer periods. Con Edison states that it designed its Super-Peak TOU Energy Charge to equal four-times the applicable summer-period Off-Peak TOU Energy Charge. Con Edison states that its seasonal TOU Energy Charges are designed to maintain the same relationship between summer and non-summer revenue recovery as the OASC. Con Edison's proposed EV Phase-In Rates are summarized in Appendix B.

In its draft tariff leaves, Con Edison proposes to add a new tariff rider - "Rider AD - Electric Vehicle Phase- In Rates." Rider AD would include information regarding: (1) eligibility to participate in the EV Phase-In Rate; (2) transitioning from participation in other programs, such as the Demand Charge Rebate and DCFC PPI Program; (3) the Charging Ratio; (4) determination of the applicable tier; (5) TOU Energy Charge and Demand Charge rates by service class, interconnection voltage, and tier; and (6) billing and definitions of TOU periods.²⁴

Con Edison states that it would terminate the Demand Charge Rebate Program and Use-Case-Specific Adders of the Commercial Managed Charging Program (CMCP) once the EV Phase-In

²⁴ Con Edison's definition of TOU periods is not prominently displayed, as it appears at the bottom of draft leaf 327.44 following the list of all available service class, voltage level, and tiers. Con Edison's definition of TOU periods in the draft leaves for Rider AD also lacks a definition of "summer billing period" and "winter billing period." In addition, Con Edison's draft tariff leaves do not address inclusion of the EV Phase-In Rates within the Revenue Decoupling Mechanism. However, the Commission understands that Con Edison's tariff does not require modification to include EV Phase-In-Rate revenues within the Revenue Decoupling Mechanism automatically.

Rate becomes available for customer participation.²⁵ Con Edison states that approximately 60 days prior to the EV Phase-In Rates opening for customer participation, Con Edison would reach out to existing Demand Charge Rebate Program and CMCP Use-Case-Specific Adder recipients to notify them of the termination of those programs and provide details about the EV Phase-In Rate.

Con Edison states that it would reach out to affected customers twice by email, and once by phone if no response to the emails is received. Con Edison states that each communication would be made one week apart. Con Edison states that after it has made one initial outreach attempt and two subsequent outreach attempts, it would cease further outreach efforts to affected customers.²⁶

Con Edison's filing does not include information regarding its plans to perform outreach and education to other stakeholders, other than customers already participating in either the Demand Charge Rebate Program or CMCP Use-Case-Specific Adders.

Con Edison states that following Commission consideration of its proposed EV Phase-In Rates, billing the various approved changes included in its filing would require additional time to implement, especially since it is migrating to a new billing system. Con Edison states that it anticipates

²⁵ Con Edison also notes that it may modify the incentive levels available under the CMCP prior to implementation of the EV Phase-In Rates. This portion of Con Edison's filing is not germane to the proposed EV Phase-In Rates themselves, and therefore will not be considered in this Order.

²⁶ Department of Public Service Staff reports that page five of Con Edison's filing letter contained a typographical error, that states "[a]fter one initial and three subsequent outreach attempts, Con Edison will cease attempts to reach Participants." The statement should read "after one initial and two subsequent outreach attempts..."

that the earliest the EV Phase-In Rates can be implemented is the later of: (1) one year after the new billing system is implemented, or (2) one year after the Commission issues and order approving EV Phase-In Rates.²⁷ Con Edison states that its proposed timeline would provide it with sufficient opportunity to perform necessary billing system programming and testing to ensure a successful rollout of the EV Phase-In Rates.

National Grid

National proposes four tiers of EV Phase-In Rates for nine combinations of service class and voltage levels: (1) SC 2 - Demand, (2) SC 3 - 0-2.2 kilovolts (kV), (3) SC 3 - 2.2-15 kV, (4) SC 3 - 22-50 kV, (5) SC 3 - over 60 kV, (6) SC 3A - 0-2.2 kV, (7) SC 3A - 2.2-15 kV, (8) SC 3A - 22-50 kV, and (9) SC 3 - over 60 kV.²⁸ National Grid states that the EV Phase-In Rates it proposes were designed on a revenue neutral basis to the Rate Year 3 revenue requirement of its then-present rate plan.²⁹

National Grid proposes that customers receiving delivery discounts from other programs, such as the Empire Zone Rider and Excelsior Jobs Program would be ineligible to participate in the EV Phase-In Rates.

²⁷ One year after an anticipated new billing system implementation date in the fourth quarter of 2023 would be approximately year-end 2024.

²⁸ As described on leaves 370 and 378 of National Grid's Schedule for Electric Service, P.S.C. No. 220, SC 2 - Demand and SC 3 - 0-2.2 kV are served at secondary voltages, SC 3 - 2.2-15 kV and SC 3 - 22-50 kV are served at primary voltages, and SC 3 - over 60 kV is served at transmission voltage.

²⁹ As of the time of its filing, National Grid's Rate Year 3 was in effect from July 1, 2023, to June 30, 2024. See Case 20-E-0380, et al., National Grid - Rates, Order Adopting Terms of Joint Proposal, Establishing Rate Plans and Reporting Requirements (issued January 20, 2022). Updated rate levels will need to be established to reflect the then-present rate period when the EV Phase-In Rates become available for customer participation.

National Grid proposes to collect the portion of the revenue requirement associated with an applicable service class's demand charge through a combination of a TOU Energy Charge and Demand Charge which differs by load factor tier. Tier 1 would recover 100% of the otherwise-applicable demand charge revenue requirement tier through a TOU Energy Charge. Tier 2 would recover 75% of the otherwise-applicable demand charge revenue requirement tier through a TOU Energy Charge, and 25% of the otherwise-applicable demand charge revenue requirement through a Demand Charge. Tier 3 would recover 50% of the otherwise-applicable demand charge revenue requirement tier through a TOU Energy Charge, and 50% of the otherwise-applicable demand charge revenue requirement through a Demand Charge. Tier 4 would recover 25% of the otherwise-applicable demand charge revenue requirement tier through a TOU Energy Charge, and 75% of the otherwise-applicable demand charge revenue requirement through a Demand Charge.

National Grid proposes to establish three periods for its TOU Energy Charge: an off-peak charge, an on-peak charge, and a summer-only five-hour super-peak charge. National Grid states that it used on-peak and super-peak time periods it filed for its standby service rates in Case 15-E-0751 on July 14, 2022.³⁰ The super-peak period would be applicable from 1:00 p.m. until 6:00 p.m. during summer, non-holiday weekdays.³¹ National Grid proposes that the on-peak period would be applicable from

³⁰ Case 15-E-0751, Value of Distributed Energy Resources, NMPC Standby and Buyback Filing (filed July 14, 2022).

³¹ The summer period for National Grid would include the months of June through September. National Grid's draft tariff refers to holidays as defined in Rule 1.89. Rule 1.89 can be found on Leaf 37 of P.S.C. No. 220 - Electricity, and defines holidays as New Years Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.

8:00 a.m. until 1:00 p.m. and from 6:00 p.m. until 10:00 p.m. on non-holiday weekdays during the summer period, and from 8:00 a.m. until 10:00 p.m. during non-summer months.³² National Grid proposes that the off-peak period would be applicable from 10:00 p.m. until 8:00 a.m. every day, and also during all hours of weekends and holidays. National Grid states that these seasonal periods are based on a study of its system load over the 10-year period from 2008 through 2017.

National Grid states that it designed its On-Peak TOU Energy Charge to equal double the applicable Off-Peak TOU Energy Charge. National Grid states that it designed its Super-Peak TOU Energy Charge to equal triple the applicable Off-Peak TOU Energy Charge. National Grid states that these ratios provide an ample incentive for customers to shift usage to off-peak periods while not being overly detrimental to customers that are not able to shift usage, such as public charging facilities. National Grid's proposed EV Phase-In Rates are summarized in Appendix B.

In its draft tariff leaves, National Grid proposes to expand its current "Rule No. 48 - Commercial Electric Vehicle Charging Programs" section by adding a new "General Rule 48.2 Commercial Electric Vehicle Phase- In Rates" sub-section. This new sub-section of the National Grid's tariff would include information regarding: (1) eligibility to participate in the EV Phase-In Rate; (2) transitioning from participation in other programs, such as the Demand Charge Rebate and DCFC PPI Program;

³² National Grid's draft tariff leaves refer to seasons as "summer" or "winter." Winter months would include October through May for National Grid. Since this Order considers filings across multiple utilities, and NYSEG's rates include rate periods with a more-specific winter period applicable from December through February, the Commission will refer to National Grid's winter period by the more descriptive term "non-summer."

(3) the Charging Ratio; (4) determination of the applicable tier; (5) billing and definitions of TOU periods; and (6) TOU Energy Charge and Demand Charge rates by service class, interconnection voltage, and tier. National Grid also provides draft tariff leaves to include revenues collected through the EV Phase-In Rates within the Revenue Decoupling Mechanism.

Related to, but not specifically requiring, tariff modifications, National Grid proposes to waive an incremental customer charge associated with the installation of a required interval meter. Absent this waiver, customers participating in the EV Phase-In Rates would be charged an incremental \$24.71 per month. National Grid states that this proposal is similar to the waiver of an analogous incremental metering charge that is waived for customers participating in the National Grid's SC 1 voluntary TOU rate.³³ National Grid states that it will track the incremental metering costs to allow for participation in EV Phase-In Rates, and requests that it be provided authority to defer such costs for later recovery from customers as part of its next and subsequent rate proceedings.

National Grid states that it plans to notify Demand Charge Rebate Program participants approximately 60 days before the availability of and initial enrollment in the EV Phase-In Rates, and to provide information regarding the associated interval metering requirements. National Grid states that it also plans to provide EV Phase-In Rate information to customers participating in the Make-Ready Program, PPI Program, EV Supply

³³ The Commission directed National Grid and other utilities to waive incremental metering costs for residential customers participating in voluntary TOU rates that own an EV in its November 15, 2018 Order Rejecting Tariff Filings and Directing Tariff Revisions in Case 18-E-0206. The incremental metering cost for National Grid at the time of its filing was \$3.11 per month.

Equipment providers and other stakeholders. National Grid proposes to provide information about the EV Phase-In Rates on its website, and provide its customer service representatives with informational aides on the program.

National Grid states that it plans to directly automate the EV Phase-In Rates, however, National Grid states that it needs time to develop and test the complex multi-tier program before it becomes available.³⁴ National Grid states that it anticipates being able to automate the EV Phase-In Rates no sooner than 12 months after the issuance of this Order.

NYSEG and RG&E

NYSEG and RGE submitted one filing. To the extent that the filing discusses differences between these companies' programs, those differences are outlined below.

NYSEG proposes four tiers of EV Phase-In Rates for six combinations of service class and voltage levels: (1) SC 2, (2) SC 3, (3) SC 7-1 - Secondary, (4) SC 7-2 - Primary, (5) SC 7-3 - Subtransmission, and (6) SC 7-4 - Transmission.³⁵ RG&E proposes four tiers of EV Phase-In Rates for eight combinations of service class and voltage levels: (1) SC 3, (2) SC 7, (3) SC 8 - Secondary, (4) SC 8 - Primary, (5) SC 8 - Subtransmission-Industrial, (6) SC 8 - Subtransmission-Commercial, (7) SC 8 - Substation, and (8) SC 8 - Transmission. Although not specified in their filing letter, NYSEG and RG&E's rate design workpapers

³⁴ National Grid's nine service class and voltage combinations, with four EV Phase-In Rate tiers each, results in a total of 36 separate rate combinations which will need to be implemented.

³⁵ NYSEG and RG&E's filing letter states that they each propose five tiers, however, the fifth tier for customers with load factors greater than 25 percent is the full traditional demand charge applicable to the combination of service class and voltage level, therefore, the Commission does not consider it a fifth tier of the EV Phase-In Rate.

demonstrate that they developed rates on a revenue neutral basis using revenue requirement targets based on the Rate Year 3 of their 2019 rate proceeding.³⁶ NYSEG and RG&E propose that customers receiving delivery discounts from the Excelsior Jobs Program would be ineligible to participate in the EV Phase-In Rates, however customers that receive a portion of their power from NYPA under the ReCharge NY Program would be eligible.

NYSEG and RG&E propose to apply the same Customer Charge for each combination of Service Class, voltage level, and tier equal to the Customer Charge of the OASC. As shown in their workpapers, NYSEG and RG&E propose to collect a fixed portion of the revenue requirement not collected through the Customer Charge differing for each tier through a Demand Charge, with 25 percent, 50 percent, and 75 percent of such revenues being collected through Demand Charges in Tiers 2, 3, and 4, respectively.³⁷ The remainder of revenue requirement not collected through either the Customer Charge or the Demand Charge would be collected through a TOU Energy Charge.

NYSEG and RG&E propose to establish three periods for their respective TOU Energy Charges: an off-peak charge, an on-peak charge, and a four-hour super-peak charge. For NYSEG, super-peak periods would be applicable in the winter months from 5:00 p.m. until 9:00 p.m. on non-holiday weekdays, and in the summer months from 2:00 p.m. until 6:00 p.m. during non-holiday

³⁶ Cases 19-E-0378, et al., NYSEG and RG&E - Rates, Order Approving Electric and Gas Rate Plan in Accord with Joint Proposal, with Modifications (issued November 19, 2020). Rate Year 3 for NYSEG and RG&E is from May 1, 2022, through April 30, 2023. Updated rate levels will need to be established to reflect the then-present rate period when the EV Phase-In Rates become available for customer participation.

³⁷ Tier 1 does not include a Demand Charge.

weekdays.³⁸ During the summer period, NYSEG proposes that the on-peak period include the hours of 7:00 a.m. until 2:00 p.m., and from 6:00 p.m. until 11:00 p.m. during non-holiday weekdays.³⁹ During the winter period, NYSEG proposes that the on-peak period include the hours of 7:00 a.m. until 5:00 p.m., and from 9:00 p.m. until 11:00 p.m. during non-holiday weekdays. During other "off-season" months of March through May, and October and November, NYSEG proposes that the on-peak period include the hours of 7:00 a.m. until 11:00 p.m. during non-holiday weekdays. For each season, NYSEG proposes that the off-peak period include the hours of 11:00 p.m. until 7:00 a.m. during non-holiday weekdays, and all hours of holidays and weekends.⁴⁰

For RG&E, super-peak periods would be applicable only in the summer months from 2:00 p.m. until 6:00 p.m. during non-holiday weekdays.⁴¹ During the summer period, RG&E proposes that the on-peak period include the hours of 7:00 a.m. until 2:00 p.m., and from 6:00 p.m. until 11:00 p.m. during non-holiday

³⁸ NYSEG proposes that the winter period be the months of December through February. NYSEG proposes that the summer period include the months of June through September. NYSEG proposes to consider the remaining months - March through May, and October and November - to be "off-season". Super-peak periods are not applicable during the off-season months.

³⁹ Neither NYSEG and RG&E's filing letter or draft tariff leaves are clear regarding holiday and weekend applicability of on-peak, off-peak, or super-peak periods, however, NYSEG's rate design workpapers demonstrate that rates were designed to include usage during holiday and weekend hours in the off-peak period.

⁴⁰ NYSEG's draft tariff leaves do not specify a proposed set of holidays.

⁴¹ RG&E proposes that the summer period include the months of June through September.

weekdays.⁴² For each season, RG&E proposes that the off-peak period include the hours of 11:00 p.m. until 7:00 a.m. during non-holiday weekdays, and all hours of holidays and weekends.⁴³

In its draft tariff leaves, NYSEG proposes to add a new "General Information Section 55 - EV Phase-In Rates." This new section of the NYSEG's tariff would include information regarding: (1) eligibility to participate in the EV Phase-In Rate; (2) transitioning from participation in other programs, such as the Demand Charge Rebate and PPI Program; (3) the Charging Ratio; (4) determination of the applicable tier; (5) billing and definitions of TOU periods; and (6) TOU Energy Charge and Demand Charge rates by service class, interconnection voltage, and tier. NYSEG also provides draft tariff leaves to establish eligibility to participate in the EV Phase-In Rate within the tariff leaves describing SC 2, 3, and 7; and to include revenues collected through the EV Phase-In Rates within the Revenue Decoupling Mechanism.

Similarly, RG&E proposes to add a new "General Information Section 39 - EV Phase-In Rates." This new section of the RG&E's tariff would include information regarding: (1) eligibility to participate in the EV Phase-In Rate; (2) transitioning from participation in other programs, such as the Demand Charge Rebate and PPI Program; (3) the Charging Ratio; (4) determination of the applicable tier; (5) billing and definitions of TOU periods; and (6) TOU Energy Charge and Demand

⁴² Neither NYSEG and RG&E's filing letter or draft tariff leaves are clear regarding holiday and weekend applicability of on-peak, off-peak, or super-peak periods, however, RG&E's rate design workpapers demonstrate that rates were designed to include usage during holiday and weekend hours in the off-peak period.

⁴³ RG&E's draft tariff leaves do not specify a proposed set of holidays.

Charge rates by service class, interconnection voltage, and tier. RG&E also provides draft tariff leaves to establish eligibility to participate in the EV Phase-In Rate within the tariff leaves describing SC 3, 7, and 8; and to include revenues collected through the EV Phase-In Rates within the Revenue Decoupling Mechanism.

NYSEG and RG&E state that they will begin to communicate with eligible customers regarding the EV Phase-In Rates upon Commission approval of those rates. NYSEG and RG&E state that they will modify their "all-in-one" EV Make-Ready Program Application and Application Portal to allow customer requests to participate in the EV Phase-In Rates. NYSEG and RG&E state that they will leverage existing outreach efforts through the Make-Ready Program to inform stakeholders about the EV Phase-In Rates, and prominently feature information about the EV Phase-In Rates on their websites.⁴⁴

NYSEG and RG&E state that they need to develop and test changes to their billing system before the EV Phase-In Rates are available to customers. NYSEG and RG&E state that they will also need to complete implementation of billing for community distributed generation (CDG) and completion of their Advanced Metering Infrastructure (AMI) Interval Billing Project before changes to the billing system to implement the EV Phase-In Rates can be completed.⁴⁵ NYSEG and RG&E propose that EV Phase-In Rate implementation costs be deferred until their next rate proceeding.

⁴⁴ NYSEG and RG&E's filing does not include information on its proposed outreach efforts to customers already participating in either the Demand Charge Rebate Program or the PPI Program.

⁴⁵ NYSEG and RG&E do not provide a timeline for when changes to its billing system or the changes to accommodate CDG and AMI programs would be complete, or when it anticipates the EV Phase-In Rates would be able to be implemented thereafter.

O&R

O&R proposes four tiers of EV Phase-In Rates for six combinations of service class and voltage levels: (1) SC 2 Secondary; (2) SC 2 Primary (3) SC 3 (4) SC 9 Primary (5) SC 9 Substation; and (6) SC 9 Transmission. O&R proposes to establish distinct summer seasonal EV Phase-In Rate levels for each combination of service class and voltage level, and further proposes to retain the on/off demand cycle for its SC 9 customers within the Demand Charge portion of the EV Phase-In Rates.⁴⁶ O&R also proposes that customers receiving delivery discounts from other programs, such as the Economic Development Program and the Excelsior Jobs Program, would be ineligible to participate in the EV Phase-In Rates.

O&R states that the EV Phase-In Rates it proposes were designed on a revenue neutral basis to the OASC.⁴⁷ O&R states that the Customer Charge for each service class are based on the Customer Charge of the OASC. O&R proposes to collect a fixed portion of the revenue requirement not collected through the Customer Charge in differing proportions of TOU Energy Charges

⁴⁶ O&R maintains different summer and non-summer seasonal traditional demand charge rates. Several of O&R's traditional demand rate options contain an on/off Demand Charge element, in that maximum demand occurring during off-peak times would not count toward monthly maximums if greater than during on-peak periods. The off-peak period for these Demand Charges would be from 11:00 p.m. until 8:00 a.m. during non-holiday weekdays, as well as during all hours on weekends and holidays.

⁴⁷ O&R's workpapers demonstrate that the EV Phase-In Rates were developed using the revenue requirement in effect during Rate Year 2 of the Rate Plan established by the Commission in its April 14, 2022 Order Adopting Terms of Joint Proposal and Establishing Electric and Gas Rate Plans, with Additional Requirements in Case 21-E-0074, et al, from January 1, 2023, to December 31, 2023. Updated rate levels will need to be established to reflect the then-present rate period when the EV Phase-In Rates become available for customer participation.

and Demand Charges and for each tier. In Tier 1, 100 percent of revenue requirements not collected through the Customer Charge would be collected through TOU Energy Charges. In Tier 2, 75 percent of revenue requirements not collected through the Customer Charge would be collected through TOU Energy Charges, and the remaining 25 percent would be collected through Demand Charges. In Tier 3, 50 percent of revenue requirements not collected through the Customer Charge would be collected through TOU Energy Charges, and the remaining 50 percent would be collected through Demand Charges. In Tier 4, 25 percent of revenue requirements not collected through the Customer Charge would be collected through TOU Energy Charges, and the remaining 75 percent would be collected through Demand Charges.

O&R proposes to establish three periods for its TOU Energy Charge: an off-peak charge, an on-peak charge, and a summer-only four-hour super-peak charge. Each of these TOU Energy Charge levels would differ between summer and non-summer seasons, except for the super-peak charge.⁴⁸ The super-peak period would be applicable from 4:00 p.m. until 8:00 p.m. during summer, non-holiday weekdays.⁴⁹ O&R proposes that the on-peak period would be applicable from 8:00 a.m. until 4:00 p.m. and from 8:00 p.m. until 11:00 p.m. on non-holiday weekdays during the summer period, and from 8:00 a.m. until 11:00 p.m. on non-

⁴⁸ O&R's draft tariff leaves refer to seasons as "summer" or "winter." The summer period for O&R would include the months of June through September, whereas winter months include October through May. Since this Order considers filings across multiple utilities, and NYSEG's rates include rate periods with a more-specific winter period applicable from December through February, the Commission will refer to O&R's winter period by the more descriptive term "non-summer."

⁴⁹ O&R defines holidays as New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.

holiday weekdays during non-summer months. O&R proposes that the off-peak period would be applicable during all other hours, i.e., from 10:00 p.m. until 8:00 a.m. every day, and also during all hours of weekends and holidays.

O&R states that it designed its On-Peak TOU Energy Charge to equal double the applicable Off-Peak TOU Energy Charge during both the winter and summer periods. O&R states that it designed its Super-Peak TOU Energy Charge to equal four-times the applicable summer period Off-Peak TOU Energy Charge. O&R states that its seasonal TOU Energy Charges are designed to maintain the same relationship between summer and non-summer revenue recovery as the OASC. O&R's proposed EV Phase-In Rates are summarized in Appendix B.

In its draft tariff leaves, O&R proposes to add a new tariff rider - "Rider Q - Electric Vehicle Phase-In Rates." Rider Q would include information regarding: (1) eligibility to participate in the EV Phase-In Rate; (2) transitioning from participation in other programs, such as the Demand Charge Rebate and PPI Program; (3) the Charging Ratio; (4) determination of the applicable tier; (5) TOU Energy Charge and Demand Charge rates by service class, interconnection voltage, and tier; and (6) billing and definitions of TOU periods.⁵⁰

O&R states that it will terminate the Demand Charge Rebate Program and Use-Case-Specific Adders of the CMCP once the

⁵⁰ O&R's draft tariff leaves do not address inclusion of the EV Phase-In Rates within the Revenue Decoupling Mechanism; however, the Commission understands that O&R's tariff does not require modification to include EV Phase-In-Rate revenues within the Revenue Decoupling Mechanism automatically.

EV Phase-In Rate becomes available for customer participation.⁵¹ O&R states that approximately three months prior to the EV Phase-In Rates opening for customer participation, it will reach out to existing Demand Charge Rebate Program and CMCP Use-Case-Specific Adder recipients to notify them of the termination of those programs and provide details about the EV Phase-In Rate. O&R states that it will make three attempts to reach out to affected customers.

O&R's filing does not include information regarding its plans to perform outreach and education to other stakeholders, other than customers already participating in either the Demand Charge Rebate Program or CMCP Use-Case-Specific Adders.

O&R states that following Commission consideration of its proposed EV Phase-In Rates, billing the various approved changes included in its filing would require additional time to implement, especially since it is migrating to a new billing system. O&R states that it anticipates that the earliest the EV Phase-In Rates can be implemented is the later of: (1) one year after the new billing system is implemented, or (2) one year after the Commission issues and order approving EV Phase-In Rates.⁵² O&R states that its proposed timeline would provide it with sufficient opportunity to perform necessary billing system programming and testing to ensure a successful rollout of the EV Phase-In Rates.

⁵¹ O&R also notes that it may modify the incentive levels available under the CMCP prior to implementation of the EV Phase-In Rates. This portion of O&R's filing is not germane to the proposed EV Phase-In Rates themselves, and therefore will not be considered in this Order.

⁵² One year after an anticipated new billing system implementation date in the fourth quarter of 2023 would be approximately year-end 2024.

NOTICE OF PROPOSED RULE MAKING

Pursuant to the State Administrative Procedure Act (SAPA) §202(1), Notices of Proposed Rule Making (Notices) were published in the State Register on August 30, 2023 [SAPA Nos. 22-E-0236SP8, 22-E-0236SP9, 22-E-0236SP10, 22-E-0236SP11, 22-E-0236SP12]. The time for submission of comments pursuant to the Notices expired on October 30, 2023. Comments were received from the City of New York (City); Vehicle-Grid Integration Council (VGIC); and Electrify America, LLC, EVgo Services, LLC, ChargePoint Inc., and Tesla Inc., collectively as the Electric Vehicle Service Providers (the EVSPs). The Joint Utilities submitted reply comments on December 14, 2023. The comments received are summarized and addressed below.

COMMENTS

City

The City requests that the Commission approve Con Edison's proposed EV Phase-In Rate tariff amendments. The City states that it supports the use of graduated TOU rates for commercial EV charging customers, and that these graduations will properly incentivize the deployment of charging stations and increasing load factors over time. The City supports Con Edison's proposal to re-evaluate customer load factors twice a year, noting that this schedule will ensure that customers who increase or decrease their load consistently will be placed within the correct EV Phase-In Rate graduation, while also ensuring that those customers that experience anomalies or seasonal variations in load from one quarter to another will not risk charging their rates in the long term.

The City states that it supports Con Edison's proposed EV Phase-In Rate TOU component's peak periods, since those periods are consistent with existing Con Edison Service Class 9

time-of-day periods and generally follow the structure approved in the Demand Charge Alternatives Order. The City asserts that the EV Phase-In Rate presented by Con Edison appears to be an effective cost relief mechanism to lower charging costs and improve the economics of charging stations.

VGIC

VGIC states that it generally supports the utilities' EV Phase-In Rate proposals.⁵³ VGIC expresses particular support for the use of the Charging Ratio to allow customers with comingled EV charging demand and other on-site loads to take advantage of the lower demand charges offered by the EV Phase-In Rates. VGIC recommends that the EV Phase-In Rate tariffs be updated once the Commission has established submetering standards and specifications which would allow the EV Phase-In Rates to apply directly to EV charging load through metrology in EV supply equipment or EV-based submeters.

EVSPs

The EVSPs express support for the EV Phase-In Rates filed by the utilities; however, they suggest that certain aspects of the rate designs should be re-evaluated in a subsequent review process. The EVSPs note that approval of the EV Phase-In Rates will achieve a permanent rate design favorable to the public DCFC business model, and will signal to provide market operators that New York offers a supportive environment for future investments in public charging stations within the State. The EVSPs state that they support a quick approval of

⁵³ VGIC's comments also express general support for and more specific comments and recommendations regarding the Commercial Managed Charging Program proposals submitted by Central Hudson, National Grid, and NYSEG and RG&E (i.e., the Upstate Utilities). The Upstate Utilities' Commercial Managed Charging Program proposals, as well as all comments related to such proposals, will be addressed in a subsequent Order.

the EV Phase-In Rates filed by the utilities, with a timely implementation of such rates thereafter.

The EVSPs note that two of the utilities' filings included longer super-peak periods than required in the Demand Charge Alternatives Order. Specifically, the EVSPs assert that Central Hudson and National Grid each departed from the Demand Charge Alternatives Order's requirements that the Super-Peak period for the TOU Energy Charge be set to a four-hour period by each proposing a five-hour Super-Peak period instead. The EVSPs contend that the use of a five-hour Super-Peak period should be reviewed, since this is the first time a five-hour Super-Peak period has been proposed in the context of EV charging rates; however, the EVSPs request that the Commission expedite review of the EV Phase-In Rates as filed by deferring review of the five-hour Super-Peak periods to a subsequent biennial review process.⁵⁴

The EVSPs assert that deferring review of the Super-Peak period until a subsequent is appropriate since it will achieve the goal of enabling the Commission to approve the EV Phase-In Rates without delay while still ensuring that the Super-Peak periods are reviewed at some point. The EVSPs also note that delaying review of the Super-Peak period allows for additional time to gather information on the use of the EV Phase-In Rates prior to such review occurring. The EVSPs note that it is important to ensure that Super-Peak periods reflect times when loads on the distribution system are highest, while balancing that a four-hour Super-Peak period would be preferable to a five-hour Super-Peak period from a public DCFC station operator perspective.

⁵⁴ The EVSPs defer to the Commission regarding whether such review should take place during the next anticipated biennial review process in January 2025, or a subsequent process.

The EVSPs also note that the proposals filed by the utilities include implementation timelines of not less than one year following approval of such rates, that Con Edison's filing requests a potential delay even beyond the one-year mark to coincide with the completion of its new billing system, and that NYSEG and RG&E's filing did not include an implementation timeline at all. The EVSPs express concern that the utilities' priorities will shift away from the timely implementation of the EV Phase-In Rates without oversight of their implementation schedules.

The EVSPs note that other States have directed utilities under their jurisdictions with much shorter implementation periods than those proposed by the utilities. The EVSPs note that public utilities commissions in Illinois and Massachusetts have each directed implementation of new rate designs as alternatives to traditional demand charges within six months of their approval. The EVSPs request the Commission direct the utilities to fully implement the EV Phase-In Rates considered herein within 6 months of this Order.

Joint Utilities

The Joint Utilities submitted reply comments regarding the EVSEs' comments on the Super-Peak periods proposed by National Grid and Central Hudson, as well as on the EVSEs' concerns regarding implementation timelines.⁵⁵ Regarding the Super-Peak periods proposed by National Grid and Central Hudson, the Joint Utilities acknowledge that these periods do not align with the four-hour periods required by the Demand Charge Alternatives Order, and provide revised rates and associated

⁵⁵ The Joint Utilities also addressed VGIC's comments regarding design of the Upstate Utilities' Commercial Managed Charging Programs. As with VGIC's comments, the Joint Utilities' reply comments regarding the Commercial Managed Charging Programs will be addressed in a subsequent Order.

draft tariff leaves for National Grid and Central Hudson based on the four-hour Super-Peak period.⁵⁶ These revised four-hour Super-Peak periods and associated rates are summarized in Appendices A and C, respectively.

Regarding the timeline for implementing the EV Phase-In Rates, the Joint Utilities emphasize that the original implementation schedules proposed in the utility filings should be approved. The Joint Utilities note that the implementation of the EV Phase-In Rates will require extensive customer information system programming and testing prior to becoming available for customer participation, and longer than other new rate options due to complexity of the rate structure's requirements. The Joint Utilities assert that the Commission had expressly considered the need for additional time to implement the EV Phase-In Rate in the Demand Charge Alternatives Order, and note that the Immediate Solutions - the Demand Charge Rebate in the Upstate Utilities' service territories, and the combination of Demand Charge Rebate and Commercial Managed Charging Programs with use-case-specific adder incentives in the Con Edison and O&R service territories - would be in effect until the EV Phase-In Rate becomes available for customer participation. The Joint Utilities, therefore, request to be allowed sufficient time to ensure successful implementation of the EV Phase-In Rates.

⁵⁶ The Joint Utilities characterize the four-hour super-peak periods as recommendations in the Demand Charge Alternative Cover Letter and Whitepaper (filed September 26, 2022) in this proceeding, however, the Commission specifically approved and directed the use of a four-hour super-peak period on page 35 of the Demand Charge Alternatives Order.

LEGAL AUTHORITY

PSL §5 grants the Commission authority to direct utilities to "formulate and carry out long-range programs, individually or cooperatively, with economy, efficiency, and care for the public safety, the preservation of environmental values and the conservation of natural resources." The Commission has further authority under PSL §66(2) to "examine or investigate the methods employed by ...persons, corporations and municipalities in manufacturing, distributing and supplying ... electricity ... and have power to order such reasonable improvements as will best promote the public interest, preserve the public health and protect those using such ... electricity." Moreover, the Commission has authority pursuant to PSL §66(14) "to require each ... electric corporation to establish classifications of service based upon the quantity used, the time when used, the purpose for which used, the duration of use and upon any other reasonable consideration, and to establish in connection therewith just and reasonable graduated rates and charges; and ... to require such changes in such classifications, rates and charges as [is] ... just and reasonable ..."

Pursuant to PSL §66-s, the Commission was required to commence this proceeding to "establish a commercial tariff utilizing alternatives to traditional demand-based rate structures, other operating cost relief mechanisms, or a combination thereof (collectively, "solutions") to facilitate faster charging for eligible light duty, heavy duty, and fleet electric vehicles." The actions taken herein fall within this legal authority and are designed to support long-range program goals economically and efficiently, support public health and safety, preserve environmental values, and conserve natural resources.

DISCUSSION

The Commission approves the Joint Utilities' proposed EV Phase-In Rates, except as discussed below.⁵⁷ In general, the utilities' proposed EV Phase-In Rates align with the directives and guidance provided in the Demand Charge Alternatives Order. There are seven topics which require further discussion and modifications. As discussed in greater detail below, by this Order, the Commission directs the Joint Utilities to make a subsequent EV Phase-In Rates Implementation Filing shortly before the EV Phase-In Rates will become available for customer participation. This EV Phase-In Rates Implementation Filing will include the specific rate levels in the applicable rate year, as well as implement all required modifications discussed in this Order.

Central Hudson and National Grid Super-Peak Periods

The Commission agrees with the EVSPs that the five-hour super-peak periods proposed by Central Hudson and National Grid are not compliant with the directives in the Demand Charge Alternatives Order. The Demand Charge Alternatives Order specifically directed the Joint Utilities to propose EV Phase-In Rates based on a four-hour super-peak period.⁵⁸ Therefore, the Commission summarily rejects Central Hudson and National Grid's proposed five-hour super-peak periods.

⁵⁷ The Commission's adoption of the EV Phase-In Rates constitutes the adoption of regulations in connection with the extension of utility distribution facilities and therefore is considered a Type II action for the purpose of the State Environmental Quality Review Act (6 NYCRR §617.5(13) and (33)). Likewise, consistent with §7(2) and §7(3) of the Climate Leadership and Community Protection Act (Chapter 106 of the Laws of 2019), the Commission finds that the action taken herein will neither interfere with the attainment of the statewide greenhouse gas emission limits established under the CLCPA nor disproportionately burden a Disadvantaged Community.

⁵⁸ Demand Charge Alternatives Order, p. 35.

Helpfully, however, Central Hudson and National Grid provided EV Phase-In Rates based on a four-hour super-peak period as part of the reply comments submitted by the Joint Utilities (Reply Rates). The Commission reminds the Joint Utilities that any modifications to the original proposals must be filed as an update or supplement, and not as a reply comment. By filing the modified proposal as a reply comment, the utilities have taken away the public's statutory right to provide comments. Moreover, there was nothing that indicated that any party was entitled to file a reply comment on this filing. While the Commission cannot formally approve the Reply Rates since they have not themselves undergone a public notice and comment period, the Commission nevertheless finds that the overall design of the Reply Rates appears acceptable and in line with what was directed in the Demand Charge Alternatives Order, and therefore directs Central Hudson and National Grid to file tariff amendments based on a four-hour super-peak period and consistent with the Reply Rates in their respective EV Phase-In Rate Implementation Filings.

Tariff Clarifications

There are several areas where clarifications of the information presented on the draft tariff leaves are required.⁵⁹ For Central Hudson, draft leaf 163.11.1 provides information on the on-peak period applicable during summer months, but does not provide sufficient information to describe the on-peak period applicable during non-summer months. Central Hudson's tariff leaves filed as part of the EV Phase-In Rate Implementation

⁵⁹ The Commission finds the draft tariff leaves provided by National Grid and O&R to be sufficiently clear, pending implementation of other directives in this Order, and therefore do not warrant specific clarifications at this time.

Filings shall include information describing the on-peak periods during both the summer and non-summer months.

For Con Edison, draft leaf 327.44 of P.S.C. No. 10 - Electricity provides information describing the applicable EV Phase-In Rate on-peak, off-peak, and super-peak periods, however the Commission finds its placement within the draft tariff leaves to be unacceptable. Of the 22 draft tariff leaves submitted by Con Edison, 16 of such draft tariff leaves describe the rates applicable to specific combinations of service class, rate number, and voltage level (i.e., SC 9, Rate I, Low Tension). All but one of those 16 draft tariff leaves describing the specific applicable rates only provide information pertinent to service class, rate, and voltage combinations listed on the leaf.⁶⁰ Further, the definition of on-peak, off-peak, and super-peak periods allude to summer and non-summer billing periods, but do not define what months make up each seasonal period, nor does it specify which of the on-peak, off-peak, and super-peak periods apply during holidays. Con Edison shall more prominently provide information on the TOU Energy Charge periods, seasonal periods, and which period(s) apply on holidays as part of its EV Phase-In Rate Implementation Filing.

NYSEG and RG&E define the TOU Energy Charge on-peak, off-peak, and super-peak periods, however, whether a different period applies during weekends and holidays is unclear from the

⁶⁰ Draft leaf 327.44 provides the definition of rate periods applicable to combinations of service class and voltage level, but does so at the bottom of the page below the rate levels for PASNY Rate II.

leaves, as-filed.⁶¹ NYSEG and RG&E shall provide a full definition in its tariff of precisely when each TOU period is applicable, including during weekends and holidays, as part of its EV Phase-In Rate Implementation Filing.

Minimum Outreach Efforts

As in the Immediate Solutions Order, the Commission finds that a specific minimum outreach level is necessary as customers transition from one opt-in program to another. Where the Immediate Solutions Order considered the minimum level of outreach needed for utilities to inform PPI Program participants of the availability of the Demand Charge Rebate Program and/or the CMCP use-case-specific incentives, the Commission finds that a similar minimum level of outreach is necessary as customers are now expected to transition from those programs to the EV Phase-In Rates. This minimum outreach is especially important given that the operating cost relief programs that customers are presently relying on will be eliminated once the EV Phase-In Rates are available, and existing participants of those programs will need to opt-in to the EV Phase-In Rates.

Con Edison's proposal to begin reaching out to its affected customers 60 days prior to the availability of the EV Phase-In Rates with up to two emails and up to one phone call, each one week apart, is reasonable. Central Hudson, National Grid, NYSEG, O&R, and RG&E are directed to similarly reach out to their affected customers 60 days prior to the availability of the EV Phase-In Rates with up to two emails and up to one phone call, each one week apart.

⁶¹ The applicable draft tariff leaves for NYSEG in P.S.C. No. 120 - Electricity and RG&E in P.S.C. No. 19 - Electricity which provide the TOU Energy Charge time periods are unnumbered in NYSEG and RG&E's filing.

Although Con Edison and O&R's proposals did not include specific plans to engage stakeholders, other than customers participating in the Demand Charge Rebate Program and CMCP use-case-specific adders, the Commission also directs Con Edison and O&R to engage with other stakeholders regarding the availability of the EV Phase-In Rates, and prominently feature information about the EV Phase-In Rates on their websites.

Other aspects of the Joint Utilities' planned outreach and education efforts not addressed above are reasonable, and are therefore approved.

Availability of Immediate Solutions

Central Hudson and National Grid state that there will be a need to install specialized metering equipment in their service territories required for customer participation in the EV Phase-In Rates.⁶² Replacement of a customer's meter with a new device may require time to complete. Similarly, it may take the utility additional time to process customer applications and migrate participants to the EV Phase-In Rates from the rates that they are presently billed under. Further, there may be other, currently unknown utility implementation and enrollment tasks that would prevent a customer from immediately transitioning from the Demand Charge Rebate Program or CMCP Use-Case-Specific Adder Incentives to the EV Phase-In Rate.

The Commission is concerned that commercial EV charging customers may experience a gap in the availability of operating cost relief programs if the Demand Charge Rebate Program and CMCP Use-Case-Specific Adder Incentives are suddenly eliminated on the same day that the EV Phase-In Rate tariff leaves go into effect. Therefore, the Commission directs

⁶² The Commission anticipates that NYSEG and RG&E's customers will also need different metering equipment, since those utilities do not have AMI fully rolled out yet.

Central Hudson, Con Edison, National Grid, NYSEG, O&R, and RG&E to continue the Demand Charge Rebate Program or CMCP Use-Case-Specific Adder Incentives, as applicable, for participants of those programs after the effective date of the tariffs effectuating the EV Phase-In Rates as directed below. For Demand Charge Rebate Program or CMCP Use-Case-Specific Adder Incentives participants that apply to take service under the EV Phase-In Rates, the applicable cost relief program will be made available to such customers until the first billing month that such customer is actually billed under the EV Phase-In Rates.⁶³ Demand Charge Rebate Program and CMCP Use-Case-Specific Adder Incentive participants that have not responded to the utility's outreach efforts will be provided a 60-day grace period from the effective date of tariffs provided in the EV Phase-In Rate Implementation Filing, during which the operating cost relief program they participate in will be continued.⁶⁴

Central Hudson, Con Edison, National Grid, NYSEG, O&R, and RG&E are directed to make tariff modifications, if necessary, to effectuate this requirement as part of their EV Phase-In Rate Implementation Filings. Furthermore, Central Hudson, Con Edison, National Grid, NYSEG, O&R, and RG&E are directed to file a report ten days following the effective date of EV Phase-In Rate tariffs that summarize the quantity of Demand Charge Rebate Program participants and CMCP Use-Case-Specific Adder Incentive participants into the following categories: (1) Customers that have applied to the EV Phase-In

⁶³ The time needed for metering changes, billing migration, or other presently unknown factors necessary to take service the EV Phase-In Rates may be specific to each customer.

⁶⁴ After this 60-day grace period the Demand Charge Rebate Program or CMCP Use-Case-Specific Incentives will no longer be provided to customers that have not responded to the utility's outreach efforts.

Rates, (2) Customers that have declined to participate in the EV Phase-In Rates, and (3) Customers that have not responded to the utility outreach efforts.

Implementation Timeline

While the Commission is sympathetic to the positions of the EVSEs and VGIC regarding expedited implementation of the EV Phase-In Rates, doing so would not be reasonable. As noted in the summary of the utility filings above, implementing the EV Phase-In Rates will require the utilities to code and test no fewer than 20 new rate options, and as many of 64 different combinations of service class, voltage level, and season, within their billing systems. This work must occur in the midst of other initiatives, which may also require changes in the utilities' billing systems. To meaningfully shorten the implementation time is to invite problems in billing customers under the EV Phase-In Rates. At the same time, customers will continue to have access to the Demand Charge Rebate Program and CMCP use-case-specific adders until such time as the EV Phase-In Rate becomes available for customer participation.

The Commission finds merit, however, in the EVSEs' request that the utilities not lose focus on successfully implementing the EV Phase-In Rates in a reasonable time. To that end, the Commission directs the Joint Utilities to implement the EV Phase-In Rates no later than 12 months from the effective date of this Order. In the event that any of the Joint Utilities have not finished updating their billing systems by that date, the utilities shall manually bill customers for the duration between the end of the 12-month period and when the EV Phase-In Rates are automated within their billing systems.

Updated Rate Levels, and Implementation Filing

Since the Commission is giving the Joint Utilities as long as 12 months from the effective date of this Order, and

this Order comes over a year after the utilities made their proposals on July 18, 2023, the revenue requirement levels proposed in those filings will need to be updated to reflect the revenue requirement levels in effect at the time the EV Phase-In Rates become available for customer participation. Central Hudson, Con Edison, National Grid, NYSEG, O&R, and RG&E are directed to make an EV Phase-In Rate Implementation Filing consisting of tariff amendments in compliance with this Order reflecting the updated revenue requirement and associated rate levels. The tariff amendments provided in the EV Phase-In Rate Implementation Filing shall become effective, on not less than 90 days' notice, at the earlier of either (1) one year from the effective date of this Order, or (2) the anticipated go-live date for automated billing of the EV Phase-In Rates.

To be clear, the EV Phase-In Rate Implementation Filing shall only include tariff amendments consistent with the draft tariff leaves approved herein, modifications necessary to comply with directives in this Order (e.g., the tariff clarifications discussed above), and updated rate levels associated with the then-present revenue requirements. Other changes from what is approved in this Order, such as TOU Energy Charge periods, are not permitted; to the extent that utilities wish to make those changes, they must file a petition and obtain Commission approval. The tariff amendments provided in the EV Phase-In Rate Implementation Filing will become effective without the need for further action from the Commission, provided they are made in compliance with the directives of this Order.

Since the EV Phase-In Rate Implementation Filings will be made in compliance with this Order, stakeholders have had an opportunity to review the draft tariff leaves submitted by the utilities in the July 18, 2023 filings, and the scope of further

modifications which will be allowed to be made in the EV Phase-In Rate Implementation Filings is limited, the requirements as to newspaper publication required under PSL §66(12)(b) and 16 NYCRR §720-8.1 for the tariff modifications included in the EV Phase-In Rate Implementation Filings are waived.

Deferral of Costs

The Joint Utilities' proposals differ on their handling of incremental cost recovery. Central Hudson and National Grid's proposals address different approaches to recovering incremental metering costs for customers participating in the EV Phase-In Rates, whereas NYSEG and RG&E's proposal addresses implementation costs of programming and testing necessary modifications to their billing systems. Con Edison and O&R's proposals do not address recovery of incremental costs.

On Central Hudson's draft leaf 163.11.2 of P.S.C. No. 15 - Electricity, it proposes to bill EV Phase-In Rate participants an incremental \$6.00 per month for an interval meter capable of simultaneously measuring demand as well as energy usage during the various TOU periods. National Grid, on the other hand, proposes to waive the incremental metering charge of \$24.71 per month for EV Phase-In Rate participants and instead defer accrued amounts for later recovery from customers as part of a subsequent rate proceeding.

Of these two approaches, the Commission finds that National Grid's request to avoid incremental charges needed for EV Phase-In Rate participants is reasonable, whereas Central Hudson's plan to assess an incremental metering charge for these customers is not. Fundamentally, the EV Phase-In Rates are the Commission's designated solution for providing operating cost relief for commercial EV charging use cases, and it simply does not make sense to impose an additional operating cost on

participants related to participating in an operating cost relief measure. Central Hudson's proposal to collect an incremental metering charge from EV Phase-In Rate participants is rejected, and, instead, Central Hudson is directed to defer applicable incremental metering costs for later recovery as part of a subsequent rate proceeding.

It is reasonable to provide authorization to defer costs related to the incremental metering costs of the EV Phase-In Rate as a deferral for later recovery from customers. These incremental metering costs are, by definition, incremental, are not likely to cause significant bill impacts given the relatively small size of the commercial EV charging market and modest incremental cost level, and would otherwise be outside the utility's typical business given their nature as a cost caused by the Commission's decisions to provide operating cost relief to commercial EV charging customers. Further, the Commission anticipates that the need for incremental metering costs, at all, will be limited in the future since the need for different metering capabilities for EV Phase-In Rate participants compared other commercial customers will become obsolete once AMI is available at each utility.

NYSEG and RG&E's request for pre-authorization to defer presently unknown billing implementation costs, however, is denied. Billing implementation costs differ from incremental metering costs in two ways. First, it is not clear that all billing implementation costs are incremental to the billing system upgrade budgets that many utilities have included in revenue requirements recovered through base rates. Second, billing system maintenance and modifications are a typical portion of the costs inherent in operating the utility business. Although the work required to implement the EV Phase-In Rates is likely incremental to the billing system changes NYSEG and RG&E

had forecast the last time base rates were reset, it is not always the case that such incremental work results in incremental costs if additional employees are not needed, or if the billing system modification budget is accruing costs at lower than forecast rate. Further, without a clear estimate of the potential costs of the required billing system modifications, the Commission cannot possibly weigh the relative costs and benefits of multiple potential cost recovery methods.

To be clear, in this Order the Commission is rejecting pre-authorization of deferral authority for billing system implementation costs, but not all recovery of such costs. Recovery of billing system modification costs associated with implementing the EV Phase-In Rates via a deferral is not out of the question, however, the Commission expects that any such request will be required to pass the long-standing "three prong test" for cost deferral authority. The costs to be deferred must be demonstrated to be incremental to the utility's revenue requirement collected through base rates, the costs must be material, and the utility may not be over-earning.

CONCLUSION

With this Order, the Commission directs Central Hudson, Con Edison, National Grid, NYSEG, O&R, and RG&E to make EV Phase-In Rate Implementation Filings and to allow the EV Phase-In Rates to become effective and available for customers to participate in not more than one year from the effective date of this Order. Among the work which remains for the Commission to establish the full breadth of the operating cost relief programs directed in the Demand Charge Alternatives Order is the consideration of proposals by Central Hudson, National Grid, NYSEG, and RG&E to establish CMCPs in their respective service

territories which are to be in place as the EV Phase-In Rates become available for customer participation.

In addition to the known work remaining from the directives of the Demand Charge Alternative Order, the Commission may consider the Department of Public Service Staff recommendations and stakeholder proposals resulting from the first biennial process to review operating cost relief measure effectiveness as directed in the Demand Charge Alternatives Order, expected to begin in January of 2025. The Commission anticipates that the determinations regarding the EV Phase-In Rates made herein will not be a ripe topic of review as part of this first biennial review process, and instead anticipates that any such recommended modifications to the EV Phase-In Rates would be reserved for a time after customers have had access to such rates long enough to produce actionable lessons learned.

The Commission orders:

1. Central Hudson Gas & Electric Corporation; Consolidated Edison Company of New York, Inc.; New York State Electric & Gas Corporation; Niagara Mohawk Power Corporation d/b/a National Grid; Orange and Rockland Utilities, Inc.; and Rochester Gas and Electric Corporation are directed to file tariff amendments to establish Electric Vehicle Phase-In Rates, in compliance with the directives in the body of this Order, to become effective no later than 12 months from the effective date of this Order, on not less than 90 days' notice.

2. Central Hudson Gas & Electric Corporation and Niagara Mohawk Power Corporation d/b/a National Grid shall include four-hour super-peak periods to be applicable during the summer period for the Time-of-Use Energy Charge as part of the tariff filing directed in Ordering Clause No. 1.

3. Central Hudson Gas & Electric Corporation shall clarify the on-peak periods for its Time-of-Use Energy Charge as part of the tariff filing directed in Ordering Clause No. 1.

4. Consolidated Edison Company of New York, Inc., shall clarify information regarding the applicability of on-peak, off-peak, and super-peak periods related to the Time-Of-Use Energy Charge as part of the tariff filing directed in Ordering Clause No. 1.

5. New York State Electric & Gas Corporation and Rochester Gas and Electric shall provide a complete description of when the on-peak, off-peak, and super-peak periods related to the Time-of-Use Energy Charge are applicable as part of the tariff filing directed in Ordering Clause No. 1.

6. Central Hudson Gas & Electric Corporation; Consolidated Edison Company of New York, Inc.; New York State Electric & Gas Corporation; Niagara Mohawk Power Corporation d/b/a National Grid; Orange and Rockland Utilities, Inc.; and Rochester Gas and Electric Corporation shall continue the Demand Charge Rebate Program or Commercial Managed Charging Program Use-Case-Specific Adder Incentives, for the limited period of time described in the body of this Order.

7. Central Hudson Gas & Electric Corporation; Consolidated Edison Company of New York, Inc.; New York State Electric & Gas Corporation; Niagara Mohawk Power Corporation d/b/a National Grid; Orange and Rockland Utilities, Inc.; and Rochester Gas and Electric Corporation shall, at minimum, reach out to Demand Charge Rebate Program participants and Commercial Managed Charging Program Use-Case-Specific Adder Participants, as applicable, three times beginning not less than 60 days prior to the effective date of tariff leaves directed in Ordering Clause No. 1.

8. The minimum affected customer outreach directed in Ordering Clause No. 6 shall include up to two emails and one phone call, one week apart each.

9. Central Hudson Gas & Electric Corporation; Consolidated Edison Company of New York, Inc; New York State Electric & Gas Corporation; Niagara Mohawk Power Corporation d/b/a National Grid; Orange and Rockland Utilities, Inc; and Rochester Gas and Electric Corporation shall file a report ten days after the effective date of tariff leaves directed in Ordering Clause No. 1 providing the number of Demand Charge Rebate Program or Commercial Managed Charging Program Use-Case-Specific Adder Incentive participants that have applied for service under the Electric Vehicle Phase-In Rates, have declined to apply for service under the Electric Vehicle Phase-In Rates, and have not responded to utility outreach efforts.

10. Central Hudson Gas & Electric Corporation; Consolidated Edison Company of New York, Inc.; New York State Electric & Gas Corporation; Niagara Mohawk Power Corporation d/b/a National Grid; Orange and Rockland Utilities, Inc.; and Rochester Gas and Electric Corporation shall manually bill customers under the Electric Vehicle Phase-In Rate tariffs directed in Ordering Clause No. 1., until automated billing is established.

11. The requirements of PSL §66(12)(b) and 16 NYCRR §720-8.1, as to newspaper publication of the tariff filing directed in Ordering Clause No. 1, are waived.

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

13. This proceeding is continued.

By the Commission,

(SIGNED)

MICHELLE L. PHILLIPS
Secretary

Utility	Cetnral Hudson		Con Edison	National Grid		NYSEG	O&R	RG&E
Filing Date	7/18/2023	12/14/2023	7/18/2023	7/18/2023	12/14/2023	7/18/2023	7/18/2023	7/18/2023
Phase-In Tier Load Factors								
Tier 1	LF ≤ 10%	LF ≤ 10%	LF ≤ 10%	LF ≤ 10%	LF ≤ 10%	LF ≤ 10%	LF ≤ 10%	LF ≤ 10%
Tier 2	10% > LF ≤ 15%	10% > LF ≤ 15%	10% > LF ≤ 15%	10% > LF ≤ 15%	10% > LF ≤ 15%	10% > LF ≤ 15%	10% > LF ≤ 15%	10% > LF ≤ 15%
Tier 3	15% > LF ≤ 20%	15% > LF ≤ 20%	15% > LF ≤ 20%	15% > LF ≤ 20%	15% > LF ≤ 20%	15% > LF ≤ 20%	15% > LF ≤ 20%	15% > LF ≤ 20%
Tier 4	20% > LF < 25%	20% > LF < 25%	20% > LF < 25%	20% > LF < 25%	20% > LF < 25%	20% > LF < 25%	20% > LF < 25%	20% > LF < 25%
TOU Periods - Summer								
Months	June - September	June - September	June - September	June - September	June - September	June - September	June - September	June - September
Super-Peak	2:00 PM - 6:59 PM Non-holiday Weekdays	3:00 PM - 6:59 PM Non-holiday Weekdays	2:00 PM - 5:59 PM Weekdays	1:00 PM - 5:59 PM Non-holiday Weekdays	3:00 PM - 6:59 PM Non-holiday Weekdays	2:00 PM - 5:59 PM	4:00 PM - 7:59 PM Non-holiday Weekdays	2:00 PM - 5:59 PM
On-Peak	7:00 AM - 1:59 PM, 7:00 PM - 10:59 PM Non-holiday Weekdays	7:00 AM - 2:59 PM, 7:00 PM - 10:59 PM Non-holiday Weekdays	8:00 AM - 1:59 PM, 6:00 PM - 9:59 PM Weekdays	8:00 AM - 12:59 PM, 6:00 PM - 9:59 PM Non-holiday Weekdays	8:00 AM - 2:59 PM, 7:00 PM - 9:59 PM Non-holiday Weekdays	7:00 AM - 1:59 PM, 6:00 PM - 10:59 PM	8:00 AM - 3:59 PM, 8:00 PM - 10:59 PM Non-holiday Weekdays	7:00 AM - 1:59 PM, 6:00 PM - 10:59 PM
Off-Peak	11:00 PM - 6:59 AM weekdays; All hours Weekend and Holiday	11:00 PM - 6:59 AM weekdays; All hours Weekend and Holiday	10:00 PM - 7:59 AM Weekdays; All hours Weekend and Holiday	10:00 PM - 7:59 AM weekdays; All hours Weekend and Holiday	10:00 PM - 7:59 AM weekdays; All hours Weekend and Holiday	11:00 PM - 6:59 AM	11:00 PM - 7:59 AM weekdays; All hours Weekend and Holiday	11:00 PM - 6:59 AM
TOU Periods - Winter								
Months						December - February		
Super-Peak						5:00 PM - 8:59 PM		
On-Peak	N/A	N/A	N/A	N/A	N/A	7 AM - 4:59 PM, 9:00 PM - 10:59 PM	N/A	N/A
Off-Peak						11:00 PM - 6:59 AM		
TOU Periods - Other								
Months	October - May	October - May	October - May	October - May	October - May	March - May, October, November	October - May	October - May
Super-Peak	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
On-Peak	7:00 AM - 1:59 PM, 7:00 PM - 10:59 PM Non-holiday Weekdays	7:00 AM - 1:59 PM, 7:00 PM - 10:59 PM Non-holiday Weekdays	8:00 AM - 9:59 PM	8:00 AM - 9:59 PM Non-holiday Weekdays	8:00 AM - 9:59 PM Non-holiday Weekdays	7:00 AM - 10:59 PM	8:00 AM - 10:59 PM Non-holiday Weekdays	7:00 AM - 10:59 PM
Off-Peak	11:00 PM - 6:59 AM, All hours Weekend and Holiday	11:00 PM - 6:59 AM, All hours Weekend and Holiday	10:00 PM - 7:59 AM Weekdays; All hours Weekend and Holiday	10:00 PM - 7:59 AM weekdays; All hours Weekend and Holiday	10:00 PM - 7:59 AM weekdays; All hours Weekend and Holiday	11:00 PM - 6:59 AM	11:00 PM - 7:59 AM weekdays; All hours Weekend and Holiday	11:00 PM - 6:59 AM

Items updated in December 14, 2023 Joint Utility Comments
 Note: This table is written in HH:MM format for clarity across utilities.

CENTRAL HUDSON GAS & ELECTRIC CORPORATION

Service Class Voltage Level		SC 2		SC 3	SC 13	
		Secondary	Primary	Any	Substation	Transmission
Tier 1						
- TOU Energy Charge						
-- Off-Peak	[\$/kWh]	\$ 0.01981	\$ 0.02270	\$ 0.01799	\$ 0.00371	\$ 0.00587
-- On-Peak	[\$/kWh]	\$ 0.04505	\$ 0.04639	\$ 0.03527	\$ 0.02057	\$ 0.01325
-- Super Peak	[\$/kWh]	\$ 0.07550	\$ 0.07256	\$ 0.06939	\$ 0.03816	\$ 0.02771
- Demand Charge	[\$/kW]	\$ -	\$ -	\$ -	\$ -	\$ -
Tier 2						
- TOU Energy Charge						
-- Off-Peak	[\$/kWh]	\$ 0.01486	\$ 0.01702	\$ 0.13490	\$ 0.00278	\$ 0.00441
-- On-Peak	[\$/kWh]	\$ 0.03377	\$ 0.03479	\$ 0.02645	\$ 0.01543	\$ 0.00994
-- Super Peak	[\$/kWh]	\$ 0.05663	\$ 0.05442	\$ 0.05204	\$ 0.02862	\$ 0.02078
- Demand Charge	[\$/kW]	\$ 3.55	\$ 2.60	\$ 3.14	\$ 2.53	\$ 1.49
Tier 3						
- TOU Energy Charge						
-- Off-Peak	[\$/kWh]	\$ 0.00991	\$ 0.01135	\$ 0.00899	\$ 0.00185	\$ 0.00294
-- On-Peak	[\$/kWh]	\$ 0.02250	\$ 0.02320	\$ 0.01763	\$ 0.01028	\$ 0.00662
-- Super Peak	[\$/kWh]	\$ 0.03775	\$ 0.03628	\$ 0.03469	\$ 0.01908	\$ 0.01386
- Demand Charge	[\$/kW]	\$ 7.10	\$ 5.20	\$ 6.29	\$ 5.06	\$ 2.98
Tier 4						
- TOU Energy Charge						
-- Off-Peak	[\$/kWh]	\$ 0.00495	\$ 0.00567	\$ 0.00450	\$ 0.00093	\$ 0.00331
-- On-Peak	[\$/kWh]	\$ 0.01126	\$ 0.01160	\$ 0.00882	\$ 0.00514	\$ 0.00147
-- Super Peak	[\$/kWh]	\$ 0.01888	\$ 0.01814	\$ 0.01735	\$ 0.00954	\$ 0.00693
- Demand Charge	[\$/kW]	\$ 10.64	\$ 7.80	\$ 9.43	\$ 7.59	\$ 4.46
Other						
- Incremental Metering Charge	[\$/month]	\$ 6.00	\$ 6.00	\$ 6.00	\$ 6.00	\$ 6.00

Note: EV Phase-In Rate participants are also subject to the same customer charge and other surcharges applicable to their service class. Rate levels reflect revenue requirements at the time of filing, and will be revised to reflect updated revenue requirement levels once effective.

CONSOLIDATED EDISON COMPANY OF NEW YORK, INC

Service Class Voltage Level	SC 9 - Rate I				SC 9 - Rate II				PASNY - Rate I				PASNY - Rate II				
	Low Tension		High Tension		Low Tension		High Tension		Low Tension		High Tension		Low Tension		High Tension		
	Summer	Other	Summer	Other	Summer	Other	Summer	Other	Summer	Other	Summer	Other	Summer	Other	Summer	Other	
Tier 1																	
- TOU Energy Charge																	
-- Off-Peak	[\$/kWh]	\$ 0.0507	\$ 0.0984	\$ 0.0370	\$ 0.0377	\$ 0.0638	\$ 0.0342	\$ 0.0362	\$ 0.0248	\$ 0.0455	\$ 0.0521	\$ 0.0316	\$ 0.0146	\$ 0.0668	\$ 0.0257	\$ 0.0314	\$ 0.0191
-- On-Peak	[\$/kWh]	\$ 0.1014	\$ 0.0492	\$ 0.0740	\$ 0.0754	\$ 0.1277	\$ 0.0683	\$ 0.0723	\$ 0.0497	\$ 0.0911	\$ 0.1043	\$ 0.0632	\$ 0.0832	\$ 0.1336	\$ 0.0514	\$ 0.0629	\$ 0.0382
-- Super Peak	[\$/kWh]	\$ 0.2028	N/A	\$ 0.1481	N/A	\$ 0.2554	N/A	\$ 0.1422	N/A	\$ 0.0182	N/A	\$ 0.1264	N/A	\$ 0.2673	N/A	\$ 0.1258	N/A
- Demand Charge																	
-- Monday-Friday, 8 AM - 6 PM	[\$/kW]	N/A	N/A	N/A	N/A	\$ -	\$ -	\$ -	\$ -	N/A	N/A	N/A	N/A	\$ -	N/A	\$ -	N/A
-- Monday-Friday, 8 AM - 10 PM	[\$/kW]	N/A	N/A	N/A	N/A	\$ -	\$ -	\$ -	\$ -	N/A	N/A	N/A	N/A	\$ -	\$ -	\$ -	\$ -
-- All Hours of All Days	[\$/kW]	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Tier 2																	
- TOU Energy Charge																	
-- Off-Peak	[\$/kWh]	\$ 0.0380	\$ 0.0369	\$ 0.0278	\$ 0.0566	\$ 0.0478	\$ 0.0257	\$ 0.0272	\$ 0.0186	\$ 0.0341	\$ 0.0391	\$ 0.0237	\$ 0.0312	\$ 0.0501	\$ 0.0193	\$ 0.0236	\$ 0.0143
-- On-Peak	[\$/kWh]	\$ 0.0761	\$ 0.0738	\$ 0.0555	\$ 0.0283	\$ 0.0958	\$ 0.0512	\$ 0.0542	\$ 0.0373	\$ 0.0683	\$ 0.0782	\$ 0.0474	\$ 0.0624	\$ 0.1002	\$ 0.0386	\$ 0.0472	\$ 0.0286
-- Super Peak	[\$/kWh]	\$ 0.1521	N/A	\$ 0.1111	N/A	\$ 0.1915	N/A	\$ 0.1085	N/A	\$ 0.1367	N/A	\$ 0.0948	N/A	\$ 0.2005	N/A	\$ 0.0943	N/A
- Demand Charge																	
-- Monday-Friday, 8 AM - 6 PM	[\$/kW]	N/A	N/A	N/A	N/A	\$ 2.61	N/A	\$ 2.77	N/A	N/A	N/A	N/A	N/A	\$ 2.08	N/A	\$ 2.08	N/A
-- Monday-Friday, 8 AM - 10 PM	[\$/kW]	N/A	N/A	N/A	N/A	\$ 5.26	\$ 4.40	\$ 5.58	\$ 4.72	N/A	N/A	N/A	N/A	\$ 6.12	\$ 3.71	\$ 6.12	\$ 3.71
-- All Hours of All Days	[\$/kW]	\$ 8.26	\$ 6.27	\$ 7.10	\$ 5.60	\$ 4.75	\$ 1.32	\$ -	\$ -	\$ 6.62	\$ 6.62	\$ 5.39	\$ 5.39	\$ 5.64	\$ 1.33	\$ -	\$ -
Tier 3																	
- TOU Energy Charge																	
-- Off-Peak	[\$/kWh]	\$ 0.0254	\$ 0.0492	\$ 0.0185	\$ 0.0189	\$ 0.0319	\$ 0.0171	\$ 0.0181	\$ 0.0124	\$ 0.0227	\$ 0.0260	\$ 0.0158	\$ 0.0208	\$ 0.0334	\$ 0.0129	\$ 0.0157	\$ 0.0096
-- On-Peak	[\$/kWh]	\$ 0.0507	\$ 0.0246	\$ 0.0370	\$ 0.0377	\$ 0.0639	\$ 0.0341	\$ 0.0361	\$ 0.0248	\$ 0.0455	\$ 0.0521	\$ 0.0316	\$ 0.0416	\$ 0.0668	\$ 0.0257	\$ 0.0314	\$ 0.0191
-- Super Peak	[\$/kWh]	\$ 0.1014	N/A	\$ 0.0740	N/A	\$ 0.1277	N/A	\$ 0.0723	N/A	\$ 0.0911	N/A	\$ 0.0632	N/A	\$ 0.1336	N/A	\$ 0.0629	N/A
- Demand Charge																	
-- Monday-Friday, 8 AM - 6 PM	[\$/kW]	N/A	N/A	N/A	N/A	\$ 5.22	N/A	\$ 5.54	N/A	N/A	N/A	N/A	N/A	\$ 4.17	N/A	\$ 4.17	N/A
-- Monday-Friday, 8 AM - 10 PM	[\$/kW]	N/A	N/A	N/A	N/A	\$ 10.52	\$ 8.79	\$ 11.16	\$ 9.44	N/A	N/A	N/A	N/A	\$ 12.23	\$ 7.42	\$ 12.23	\$ 7.42
-- All Hours of All Days	[\$/kW]	\$ 16.51	\$ 12.55	\$ 14.20	\$ 11.21	\$ 9.51	\$ 2.65	\$ -	\$ -	\$ 13.24	\$ 13.24	\$ 10.79	\$ 10.79	\$ 11.29	\$ 2.67	\$ -	\$ -
Tier 4																	
- TOU Energy Charge																	
-- Off-Peak	[\$/kWh]	\$ 0.0127	\$ 0.0123	\$ 0.0093	\$ 0.0094	\$ 0.0159	\$ 0.0086	\$ 0.0091	\$ 0.0062	\$ 0.0114	\$ 0.0130	\$ 0.0079	\$ 0.0208	\$ 0.0167	\$ 0.0064	\$ 0.0079	\$ 0.0048
-- On-Peak	[\$/kWh]	\$ 0.0254	\$ 0.0246	\$ 0.0185	\$ 0.0185	\$ 0.0319	\$ 0.0171	\$ 0.0181	\$ 0.0124	\$ 0.0228	\$ 0.0260	\$ 0.0316	\$ 0.0104	\$ 0.0334	\$ 0.0129	\$ 0.0157	\$ 0.0095
-- Super Peak	[\$/kWh]	\$ 0.0507	N/A	\$ 0.0370	N/A	\$ 0.0638	N/A	\$ 0.0362	N/A	\$ 0.0456	N/A	\$ 0.0158	N/A	\$ 0.0668	N/A	\$ 0.0314	N/A
- Demand Charge																	
-- Monday-Friday, 8 AM - 6 PM	[\$/kW]	N/A	N/A	N/A	N/A	\$ 7.83	N/A	\$ 8.31	N/A	N/A	N/A	N/A	N/A	\$ 6.25	N/A	\$ 6.25	N/A
-- Monday-Friday, 8 AM - 10 PM	[\$/kW]	N/A	N/A	N/A	N/A	\$ 15.78	\$ 13.19	\$ 16.74	\$ 14.16	N/A	N/A	N/A	N/A	\$ 18.35	\$ 11.13	\$ 18.35	\$ 11.13
-- All Hours of All Days	[\$/kW]	\$ 24.77	\$ 18.82	\$ 21.29	\$ 16.81	\$ 14.26	\$ 3.97	\$ -	\$ -	\$ 19.85	\$ 19.85	\$ 16.18	\$ 16.18	\$ 16.93	\$ 4.00	\$ -	\$ -
Other																	
- Customer Charge	[\$/month]		\$245.00				\$143.09				\$484.00				\$1,054.00		

Note: The Summer period is from June through September.

Note: EV Phase-In Rate participants are also subject to the same customer charge and other surcharges applicable to their service class. Rate levels reflect revenue requirements at the time of filing, and will be revised to reflect updated revenue requirement levels once effective.

NIAGARA MOHAWK POWER CORPORATION D/B/A NATIONAL GRID

Service Class Voltage Level	SC 2		SC 3			SC 3A				
	Secondary	0-2.2 kV	2.2-15 kV	22-50 kV	60+ kV	0-2.2 kV	2.2-15 kV	22-50 kV	60+ kV	
Tier 1										
- TOU Energy Charge										
-- Off-Peak	[\$/kWh]	\$ 0.03027	\$ 0.01900	\$ 0.01590	\$ 0.00532	\$ 0.00532	\$ 0.01758	\$ 0.01758	\$ 0.00572	\$ 0.00490
-- On-Peak	[\$/kWh]	\$ 0.06053	\$ 0.03799	\$ 0.03181	\$ 0.01063	\$ 0.01063	\$ 0.03517	\$ 0.03517	\$ 0.01145	\$ 0.00979
-- Super Peak	[\$/kWh]	\$ 0.09080	\$ 0.05699	\$ 0.04771	\$ 0.01595	\$ 0.01595	\$ 0.05275	\$ 0.05275	\$ 0.01717	\$ 0.01469
- Demand Charge	[\$/kW]	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Tier 2										
- TOU Energy Charge										
-- Off-Peak	[\$/kWh]	\$ 0.02270	\$ 0.01425	\$ 0.01193	\$ 0.00399	\$ 0.00399	\$ 0.01319	\$ 0.01319	\$ 0.00429	\$ 0.00367
-- On-Peak	[\$/kWh]	\$ 0.04540	\$ 0.02849	\$ 0.02386	\$ 0.00797	\$ 0.00797	\$ 0.02638	\$ 0.02638	\$ 0.00858	\$ 0.00734
-- Super Peak	[\$/kWh]	\$ 0.06810	\$ 0.04274	\$ 0.03578	\$ 0.01196	\$ 0.01196	\$ 0.03957	\$ 0.03957	\$ 0.01288	\$ 0.01101
- Demand Charge	[\$/kW]	\$ 3.50	\$ 2.92	\$ 2.66	\$ 0.82	\$ 0.82	\$ 2.96	\$ 2.96	\$ 1.03	\$ 1.05
Tier 3										
- TOU Energy Charge										
-- Off-Peak	[\$/kWh]	\$ 0.01513	\$ 0.00950	\$ 0.00795	\$ 0.00266	\$ 0.00266	\$ 0.00879	\$ 0.00879	\$ 0.00286	\$ 0.00245
-- On-Peak	[\$/kWh]	\$ 0.03027	\$ 0.01900	\$ 0.01590	\$ 0.00532	\$ 0.00532	\$ 0.01758	\$ 0.01758	\$ 0.00572	\$ 0.00490
-- Super Peak	[\$/kWh]	\$ 0.04540	\$ 0.02849	\$ 0.02386	\$ 0.00797	\$ 0.00797	\$ 0.02638	\$ 0.02638	\$ 0.00858	\$ 0.00734
- Demand Charge	[\$/kW]	\$ 7.01	\$ 5.83	\$ 5.31	\$ 1.64	\$ 1.64	\$ 5.92	\$ 5.92	\$ 2.06	\$ 2.10
Tier 4										
- TOU Energy Charge										
-- Off-Peak	[\$/kWh]	\$ 0.00757	\$ 0.00475	\$ 0.00398	\$ 0.00133	\$ 0.00133	\$ 0.00440	\$ 0.00440	\$ 0.00143	\$ 0.00122
-- On-Peak	[\$/kWh]	\$ 0.01513	\$ 0.00950	\$ 0.00795	\$ 0.00266	\$ 0.00266	\$ 0.00879	\$ 0.00879	\$ 0.00286	\$ 0.00245
-- Super Peak	[\$/kWh]	\$ 0.02270	\$ 0.01425	\$ 0.01193	\$ 0.00399	\$ 0.00399	\$ 0.01319	\$ 0.01319	\$ 0.00429	\$ 0.00367
- Demand Charge	[\$/kW]	\$ 10.51	\$ 8.75	\$ 7.97	\$ 2.45	\$ 2.45	\$ 8.88	\$ 8.88	\$ 3.09	\$ 3.15

Note: EV Phase-In Rate participants are also subject to the same customer charge and other surcharges applicable to their service class. Rate levels reflect revenue requirements at the time of filing, and will be revised to reflect updated revenue requirement levels once effective.

NEW YORK STATE ELECTRIC AND GAS CORPORATION

Service Class		SC 2	SC 3	SC 7-1	SC 7-2	SC 7-3	SC 7-4
Voltage Level		Secondary	Primary or Subtransmission	Secondary	Primary	Subtransmission	Transmission
Tier 1							
- TOU Energy Charge							
-- Off-Peak	[\$/kWh]	\$ 0.04714	\$ 0.00178	\$ 0.01443	\$ 0.01126	\$ 0.00281	\$ 0.00156
-- On-Peak	[\$/kWh]	\$ 0.09429	\$ 0.00355	\$ 0.02886	\$ 0.02251	\$ 0.00562	\$ 0.00311
-- Super Peak	[\$/kWh]	\$ 0.14143	\$ 0.00533	\$ 0.04328	\$ 0.03377	\$ 0.00843	\$ 0.00467
- Demand Charge	[\$/kW]	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Tier 2							
- TOU Energy Charge							
-- Off-Peak	[\$/kWh]	\$ 0.03536	\$ 0.00133	\$ 0.01082	\$ 0.00844	\$ 0.00211	\$ 0.00117
-- On-Peak	[\$/kWh]	\$ 0.07071	\$ 0.00267	\$ 0.02164	\$ 0.01689	\$ 0.00422	\$ 0.00233
-- Super Peak	[\$/kWh]	\$ 0.10607	\$ 0.00400	\$ 0.03246	\$ 0.02533	\$ 0.00632	\$ 0.00350
- Demand Charge	[\$/kW]	\$ 2.71	\$ 1.95	\$ 2.26	\$ 2.07	\$ 0.51	\$ 0.28
Tier 3							
- TOU Energy Charge							
-- Off-Peak	[\$/kWh]	\$ 0.02357	\$ 0.00089	\$ 0.00721	\$ 0.00563	\$ 0.00141	\$ 0.00078
-- On-Peak	[\$/kWh]	\$ 0.04714	\$ 0.00178	\$ 0.01443	\$ 0.01126	\$ 0.00281	\$ 0.00156
-- Super Peak	[\$/kWh]	\$ 0.07071	\$ 0.00267	\$ 0.02164	\$ 0.01689	\$ 0.00422	\$ 0.00233
- Demand Charge	[\$/kW]	\$ 5.42	\$ 3.91	\$ 4.51	\$ 4.13	\$ 1.03	\$ 0.56
Tier 4							
- TOU Energy Charge							
-- Off-Peak	[\$/kWh]	\$ 0.01179	\$ 0.00044	\$ 0.00361	\$ 0.00281	\$ 0.00070	\$ 0.00039
-- On-Peak	[\$/kWh]	\$ 0.02357	\$ 0.00089	\$ 0.00721	\$ 0.00563	\$ 0.00141	\$ 0.00078
-- Super Peak	[\$/kWh]	\$ 0.03536	\$ 0.00133	\$ 0.01082	\$ 0.00844	\$ 0.00211	\$ 0.00117
- Demand Charge	[\$/kW]	\$ 8.13	\$ 5.86	\$ 6.77	\$ 6.20	\$ 1.54	\$ 0.84

Note: EV Phase-In Rate participants are also subject to the same customer charge and other surcharges applicable to their service class. Rate levels reflect revenue requirements at the time of filing, and will be revised to reflect updated revenue requirement levels once effective.

ORANGE AND ROCKLAND UTILITIES, INC.

Service Class Voltage Level	SC 2 Secondary		SC 2 Primary		SC 3 Primary		Primary		SC 9 Substation		Transmission		
	Summer	Other	Summer	Other	Summer	Other	Summer	Other	Summer	Other	Summer	Other	
Tier 1													
- TOU Energy Charge													
-- Off-Peak	[\$/kWh]	\$ 0.05606	\$ 0.04696	\$ 0.03440	\$ 0.02581	\$ 0.03815	\$ 0.02889	\$ 0.03177	\$ 0.01892	\$ 0.01788	\$ 0.01035	\$ 0.00980	\$ 0.00839
-- On-Peak	[\$/kWh]	\$ 0.11212	\$ 0.09393	\$ 0.06880	\$ 0.05162	\$ 0.07629	\$ 0.05778	\$ 0.06355	\$ 0.03785	\$ 0.03577	\$ 0.02070	\$ 0.01961	\$ 0.01677
-- Super Peak	[\$/kWh]	\$ 0.22425	N/A	\$ 0.13760	N/A	\$ 0.15259	N/A	\$ 0.12710	N/A	\$ 0.07153	N/A	\$ 0.03921	N/A
- Demand Charge	[\$/kW]	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Tier 2													
- TOU Energy Charge													
-- Off-Peak	[\$/kWh]	\$ 0.04205	\$ 0.03522	\$ 0.02580	\$ 0.01936	\$ 0.02861	\$ 0.02167	\$ 0.02383	\$ 0.01419	\$ 0.01341	\$ 0.00776	\$ 0.00735	\$ 0.00629
-- On-Peak	[\$/kWh]	\$ 0.08409	\$ 0.07044	\$ 0.05160	\$ 0.03872	\$ 0.05722	\$ 0.04333	\$ 0.04766	\$ 0.02839	\$ 0.02682	\$ 0.01552	\$ 0.01470	\$ 0.01258
-- Super Peak	[\$/kWh]	\$ 0.16819	N/A	\$ 0.10320	N/A	\$ 0.11444	N/A	\$ 0.09532	N/A	\$ 0.05365	N/A	\$ 0.02941	N/A
- Demand Charge	[\$/kW]	\$ 7.03	\$ 4.68	\$ 5.60	\$ 3.40	\$ 6.65	\$ 4.02	\$ 6.67	\$ 3.31	\$ 4.86	\$ 2.35	\$ 2.45	\$ 1.72
Tier 3													
- TOU Energy Charge													
-- Off-Peak	[\$/kWh]	\$ 0.02803	\$ 0.02348	\$ 0.01720	\$ 0.01291	\$ 0.01907	\$ 0.01444	\$ 0.01589	\$ 0.00946	\$ 0.00894	\$ 0.00517	\$ 0.00490	\$ 0.00419
-- On-Peak	[\$/kWh]	\$ 0.05606	\$ 0.04696	\$ 0.03440	\$ 0.02581	\$ 0.03815	\$ 0.02889	\$ 0.03177	\$ 0.01892	\$ 0.01788	\$ 0.01035	\$ 0.00980	\$ 0.00839
-- Super Peak	[\$/kWh]	\$ 0.11212	N/A	\$ 0.06880	N/A	\$ 0.07629	N/A	\$ 0.06355	N/A	\$ 0.03577	N/A	\$ 0.01961	N/A
- Demand Charge	[\$/kW]	\$ 14.06	\$ 9.37	\$ 11.20	\$ 6.80	\$ 13.30	\$ 8.04	\$ 13.34	\$ 6.63	\$ 9.73	\$ 4.71	\$ 4.90	\$ 3.45
Tier 4													
- TOU Energy Charge													
-- Off-Peak	[\$/kWh]	\$ 0.01402	\$ 0.01174	\$ 0.00860	\$ 0.00645	\$ 0.00954	\$ 0.00722	\$ 0.00794	\$ 0.00473	\$ 0.00447	\$ 0.00259	\$ 0.00245	\$ 0.00210
-- On-Peak	[\$/kWh]	\$ 0.02803	\$ 0.02348	\$ 0.01720	\$ 0.01291	\$ 0.01907	\$ 0.01444	\$ 0.01589	\$ 0.00946	\$ 0.00894	\$ 0.00517	\$ 0.00490	\$ 0.00419
-- Super Peak	[\$/kWh]	\$ 0.05606	N/A	\$ 0.03440	N/A	\$ 0.03815	N/A	\$ 0.03177	N/A	\$ 0.01788	N/A	\$ 0.00980	N/A
- Demand Charge	[\$/kW]	\$ 21.09	\$ 14.05	\$ 16.81	\$ 10.20	\$ 19.95	\$ 12.05	\$ 20.01	\$ 9.94	\$ 14.59	\$ 7.06	\$ 7.35	\$ 5.17

Note: The Summer period is from June through September.

Note: Demand Charges for SC 9 are applicable only during non-holiday weekdays from 8 A.M. until 11 P.M. Demand Charges for other SCs are applicable at any time

Note: EV Phase-In Rate participants are also subject to the same customer charge and other surcharges applicable to their service class. Rate levels reflect revenue requirements at the time of filing, and will be revised to reflect updated revenue requirement levels once effective.

ROCHESTER GAS & ELECTRIC CORPORATION

Service Class Voltage Level	SC 3		SC 7		Secondary		Primary		SC 8		Substation	Transmission
	"At Company's Option"		"At Company's Option"				Subtransmission - Industrial	Subtransmission - Commercial				
Tier 1												
- TOU Energy Charge												
-- Off-Peak	[\$/kWh]	\$ 0.02900	\$ 0.03168	\$ 0.02672	\$ 0.02279	\$ 0.01329	\$ 0.01569	\$ 0.14216	\$ 0.01670			
-- On-Peak	[\$/kWh]	\$ 0.05800	\$ 0.06337	\$ 0.05344	\$ 0.04558	\$ 0.02658	\$ 0.03138	\$ 0.28432	\$ 0.03339			
-- Super Peak	[\$/kWh]	\$ 0.08700	\$ 0.09505	\$ 0.08016	\$ 0.06837	\$ 0.03987	\$ 0.04707	\$ 0.42648	\$ 0.05009			
- Demand Charge	[\$/kW]	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
Tier 2												
- TOU Energy Charge												
-- Off-Peak	[\$/kWh]	\$ 0.02175	\$ 0.02376	\$ 0.02110	\$ 0.01776	\$ 0.01031	\$ 0.01244	\$ 0.11081	\$ 0.01284			
-- On-Peak	[\$/kWh]	\$ 0.04350	\$ 0.04753	\$ 0.04220	\$ 0.03553	\$ 0.02062	\$ 0.02488	\$ 0.22162	\$ 0.02569			
-- Super Peak	[\$/kWh]	\$ 0.06525	\$ 0.07129	\$ 0.06330	\$ 0.05329	\$ 0.03093	\$ 0.03731	\$ 0.33243	\$ 0.03853			
- Demand Charge	[\$/kW]	\$ 4.45	\$ 4.43	\$ 3.81	\$ 3.76	\$ 2.39	\$ 2.54	\$ 3.76	\$ 2.43			
Tier 3												
- TOU Energy Charge												
-- Off-Peak	[\$/kWh]	\$ 0.01450	\$ 0.01584	\$ 0.01548	\$ 0.01274	\$ 0.00733	\$ 0.00919	\$ 0.07946	\$ 0.00899			
-- On-Peak	[\$/kWh]	\$ 0.02900	\$ 0.03168	\$ 0.03096	\$ 0.02547	\$ 0.01466	\$ 0.01837	\$ 0.15891	\$ 0.01799			
-- Super Peak	[\$/kWh]	\$ 0.04350	\$ 0.04753	\$ 0.04644	\$ 0.03821	\$ 0.02198	\$ 0.02756	\$ 0.23837	\$ 0.02698			
- Demand Charge	[\$/kW]	\$ 8.89	\$ 8.86	\$ 7.61	\$ 7.51	\$ 4.77	\$ 5.08	\$ 7.51	\$ 4.87			
Tier 4												
- TOU Energy Charge												
-- Off-Peak	[\$/kWh]	\$ 0.00725	\$ 0.00792	\$ 0.00986	\$ 0.00771	\$ 0.00435	\$ 0.00593	\$ 0.04811	\$ 0.00514			
-- On-Peak	[\$/kWh]	\$ 0.01450	\$ 0.01584	\$ 0.01972	\$ 0.01542	\$ 0.00869	\$ 0.01186	\$ 0.09621	\$ 0.01028			
-- Super Peak	[\$/kWh]	\$ 0.02175	\$ 0.02376	\$ 0.02957	\$ 0.02313	\$ 0.01304	\$ 0.01780	\$ 0.14432	\$ 0.01543			
- Demand Charge	[\$/kW]	\$ 13.34	\$ 13.28	\$ 11.42	\$ 11.27	\$ 7.16	\$ 7.62	\$ 11.27	\$ 7.30			

Note: EV Phase-In Rate participants are also subject to the same customer charge and other surcharges applicable to their service class. Rate levels reflect revenue requirements at the time of filing, and will be revised to reflect updated revenue requirement levels once effective.

CENTRAL HUDSON GAS & ELECTRIC CORPORATION

Service Class Voltage Level	SC 2		SC 3	SC 13		
	Secondary	Primary	Any	Substation	Transmission	
Tier 1						
- TOU Energy Charge						
-- Off-Peak	[\$/kWh]	\$ 0.01981	\$ 0.02270	\$ 0.01799	\$ 0.00587	\$ 0.00371
-- On-Peak	[\$/kWh]	\$ 0.04377	\$ 0.04487	\$ 0.03437	\$ 0.01251	\$ 0.02003
-- Super Peak	[\$/kWh]	\$ 0.09708	\$ 0.09272	\$ 0.08608	\$ 0.03472	\$ 0.04774
- Demand Charge	[\$/kW]	\$ -	\$ -	\$ -	\$ -	\$ -
Tier 2						
- TOU Energy Charge						
-- Off-Peak	[\$/kWh]	\$ 0.01486	\$ 0.01702	\$ 0.01349	\$ 0.00441	\$ 0.00278
-- On-Peak	[\$/kWh]	\$ 0.03281	\$ 0.03365	\$ 0.02577	\$ 0.00938	\$ 0.01502
-- Super Peak	[\$/kWh]	\$ 0.07281	\$ 0.06954	\$ 0.06456	\$ 0.02604	\$ 0.03580
- Demand Charge	[\$/kW]	\$ 3.55	\$ 2.60	\$ 3.14	\$ 2.53	\$ 1.49
Tier 3						
- TOU Energy Charge						
-- Off-Peak	[\$/kWh]	\$ 0.00991	\$ 0.01135	\$ 0.00899	\$ 0.00294	\$ 0.00185
-- On-Peak	[\$/kWh]	\$ 0.02187	\$ 0.02243	\$ 0.01718	\$ 0.00625	\$ 0.01001
-- Super Peak	[\$/kWh]	\$ 0.04854	\$ 0.04636	\$ 0.04304	\$ 0.01736	\$ 0.02387
- Demand Charge	[\$/kW]	\$ 7.10	\$ 5.20	\$ 6.29	\$ 5.06	\$ 2.98
Tier 4						
- TOU Energy Charge						
-- Off-Peak	[\$/kWh]	\$ 0.00495	\$ 0.00567	\$ 0.00450	\$ 0.00147	\$ 0.00093
-- On-Peak	[\$/kWh]	\$ 0.01094	\$ 0.01122	\$ 0.00859	\$ 0.00313	\$ 0.00501
-- Super Peak	[\$/kWh]	\$ 0.02427	\$ 0.02318	\$ 0.02152	\$ 0.00868	\$ 0.01193
- Demand Charge	[\$/kW]	\$ 10.64	\$ 7.80	\$ 9.43	\$ 7.59	\$ 4.46
Other						
- Incremental Metering Charge	[\$/month]	\$ 6.00	\$ 6.00	\$ 6.00	\$ 6.00	\$ 6.00

Note: EV Phase-In Rate participants are also subject to the same customer charge and other surcharges applicable to their service class. Rate levels reflect revenue requirements at the time of filing, and will be revised to reflect updated revenue requirement levels once effective.

NIAGARA MOHAWK POWER CORPORATION D/B/A NATIONAL GRID

Service Class Voltage Level	SC 2		SC 3			SC 3A				
	Secondary	0-2.2 kV	2.2-15 kV	22-50 kV	60+ kV	0-2.2 kV	2.2-15 kV	22-50 kV	60+ kV	
Tier 1										
- TOU Energy Charge										
-- Off-Peak	[\$/kWh]	\$ 0.03064	\$ 0.01922	\$ 0.01606	\$ 0.00534	\$ 0.00534	\$ 0.01773	\$ 0.01773	\$ 0.00577	\$ 0.00493
-- On-Peak	[\$/kWh]	\$ 0.06128	\$ 0.03845	\$ 0.03213	\$ 0.01068	\$ 0.01068	\$ 0.03545	\$ 0.03545	\$ 0.01154	\$ 0.00986
-- Super Peak	[\$/kWh]	\$ 0.09192	\$ 0.05767	\$ 0.04819	\$ 0.01602	\$ 0.01602	\$ 0.05318	\$ 0.05318	\$ 0.01731	\$ 0.01479
- Demand Charge	[\$/kW]	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Tier 2										
- TOU Energy Charge										
-- Off-Peak	[\$/kWh]	\$ 0.02298	\$ 0.01442	\$ 0.01205	\$ 0.00400	\$ 0.00400	\$ 0.01329	\$ 0.01329	\$ 0.00433	\$ 0.00370
-- On-Peak	[\$/kWh]	\$ 0.04596	\$ 0.02884	\$ 0.02410	\$ 0.00801	\$ 0.00801	\$ 0.02659	\$ 0.02659	\$ 0.00865	\$ 0.00740
-- Super Peak	[\$/kWh]	\$ 0.06894	\$ 0.04325	\$ 0.03614	\$ 0.01201	\$ 0.01201	\$ 0.03988	\$ 0.03988	\$ 0.01298	\$ 0.01109
- Demand Charge	[\$/kW]	\$ 3.50	\$ 2.92	\$ 2.66	\$ 0.82	\$ 0.82	\$ 2.96	\$ 2.96	\$ 1.03	\$ 1.05
Tier 3										
- TOU Energy Charge										
-- Off-Peak	[\$/kWh]	\$ 0.01532	\$ 0.00961	\$ 0.00803	\$ 0.00267	\$ 0.00267	\$ 0.00886	\$ 0.00886	\$ 0.00288	\$ 0.00247
-- On-Peak	[\$/kWh]	\$ 0.03064	\$ 0.01922	\$ 0.01606	\$ 0.00534	\$ 0.00534	\$ 0.01773	\$ 0.01773	\$ 0.00577	\$ 0.00493
-- Super Peak	[\$/kWh]	\$ 0.04596	\$ 0.02884	\$ 0.02410	\$ 0.00801	\$ 0.00801	\$ 0.02659	\$ 0.02659	\$ 0.00865	\$ 0.00740
- Demand Charge	[\$/kW]	\$ 7.01	\$ 5.83	\$ 5.31	\$ 1.64	\$ 1.64	\$ 5.92	\$ 5.92	\$ 2.06	\$ 2.10
Tier 4										
- TOU Energy Charge										
-- Off-Peak	[\$/kWh]	\$ 0.00766	\$ 0.00481	\$ 0.00402	\$ 0.00133	\$ 0.00133	\$ 0.00443	\$ 0.00443	\$ 0.00144	\$ 0.00123
-- On-Peak	[\$/kWh]	\$ 0.01532	\$ 0.00961	\$ 0.00803	\$ 0.00267	\$ 0.00267	\$ 0.00886	\$ 0.00886	\$ 0.00288	\$ 0.00247
-- Super Peak	[\$/kWh]	\$ 0.02298	\$ 0.01442	\$ 0.01205	\$ 0.00400	\$ 0.00400	\$ 0.01329	\$ 0.01329	\$ 0.00433	\$ 0.00370
- Demand Charge	[\$/kW]	\$ 10.51	\$ 8.75	\$ 7.97	\$ 2.45	\$ 2.45	\$ 8.88	\$ 8.88	\$ 3.09	\$ 3.15

Note: EV Phase-In Rate participants are also subject to the same customer charge and other surcharges applicable to their service class. Rate levels reflect revenue requirements at the time of filing, and will be revised to reflect updated revenue requirement levels once effective.