Mary Krayeske
Associate Counsel
Law Department

November 20, 2018

Honorable Kathleen Burgess
Secretary
State of New York Public Service Commission
Three Empire State Plaza
Albany, NY 12223-1350

Re: **Case 18-E-0138 – Proceeding on Motion of the Commission Regarding Electric Vehicle Supply Equipment**

Dear Secretary Burgess:

Attached please find for filing a *Consensus Proposal to Encourage Statewide Deployment of Direct Current Fast Charging Facilities for Electric Vehicles* on behalf of Central Hudson Gas & Electric Corporation, Consolidated Edison Company of New York, Inc., New York State Electric & Gas Corporation, New York Power Authority, New York State Department of Environmental Conservation, New York State Department of Transportation, New York State Energy Research and Development Authority, New York State Thruway Authority, Niagara Mohawk Power Corporation d/b/a National Grid, Orange and Rockland Utilities, Inc., and Rochester Gas and Electric Corporation.

For interested parties, there will be a webinar on November 27, 2018 at 3 pm to explain the proposal and to answer questions. The call-in information is: (212) 894-5498, Code: 2559716. To participate in this webinar, please register at the following link: https://register.gotowebinar.com/register/6267597104186692099.

If there are any questions, please contact me.

Sincerely,

/s/ *Mary Krayeske*

Mary Krayeske

Attachment

NEW YORK STATE
PUBLIC SERVICE COMMISSION

Proceeding on Motion of the Commission Regarding Electric Vehicle Supply Equipment

Case 18-E-0138

CONSENSUS PROPOSAL TO ENCOURAGE STATEWIDE DEPLOYMENT OF DIRECT CURRENT FAST CHARGING FACILITIES FOR ELECTRIC VEHICLES

Central Hudson Gas & Electric Corporation

Consolidated Edison Company of New York, Inc.

New York State Electric & Gas Corporation

New York Power Authority

New York State Department of Environmental Conservation

New York State Department of Transportation

New York State Energy Research and Development Authority

New York State Thruway Authority

Niagara Mohawk Power Corporation d/b/a National Grid

Orange and Rockland Utilities, Inc.

Rochester Gas and Electric Corporation

NEW YORK STATE
PUBLIC SERVICE COMMISSION

Proceeding on Motion of the Commission Regarding Electric Vehicle Supply Equipment and Infrastructure

Case 18-E-0138

CONSENSUS PROPOSAL FOR STATEWIDE DEPLOYMENT OF DIRECT CURRENT FAST CHARGING FACILITIES FOR ELECTRIC VEHICLES

Working toward the common goal to assist New York State (the "State") to achieve its environmental goals by increasing the use of electric vehicles ("EV"), the Joint Utilities,[1] the New York Power Authority ("NYPA"),[2] and the New York State Energy Research and Development Authority ("NYSERDA") (collectively, the "Parties") developed and herein propose an incentive program to encourage deployment of public direct current fast charging ("DCFC") stations. Both the State and electric customers will benefit from increased EV usage through reduced transportation sector air emissions. The Parties' proposed program calls for each utility to provide an annual per-plug incentive to support the development of public DCFC stations. Since each utility has different rate structures and costs, each program is slightly different and more fully described in utility-specific Appendices A through F attached hereto.

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

[2] NYPA represented the New York State Department of Environmental Conservation ("NYSDEC"), New York State Department of Transportation ("NYSDOT") and the New York State Thruway Authority ("NYSTA") in the discussions described herein.

The annual incentive will decline over the term of the utility programs, which coincides with an expected increase in EV sales as required under the State's Zero Emission Vehicle ("ZEV") regulations.[3] The Parties anticipate that the combined efforts of EV stakeholders will contribute to the market growth for EV and public DCFC stations such that incentives will be unnecessary by the end of the program term.

For the reasons described more fully below, the Parties request that the Public Service Commission ("Commission") approve the proposed incentive programs,[4] including cost recovery, with interest, for each utility.

BACKGROUND

As described above, the State expects a significant increase in ZEVs and their use over the next decade to reach its environmental and energy goals. For example, the 2017 Biennial Report to the 2015 State Energy Plan notes that: "[t]he state's climate goals cannot be achieved without a rapid transition to vehicles powered by electricity."[5] The NYSDEC regulations require the sales of ZEVs.[6] The greenhouse gas emission reduction targets in the State Energy Plan, most recently reaffirmed in the Governor's Executive Order 166 (June 1, 2017), anticipate

[3] New York is one of ten states that has adopted the California ZEV regulations (see https://www.arb.ca.gov/msprog/zevprog/zevprog.htm) and is a signatory of the Multi-State ZEV Memorandum of Understanding which set a goal of 3.3 million ZEVs in the states by 2025. Based on the total number of cars in the states, New York's proportional share of ZEVs is approximately 800,000. The states are collaborating to remove barriers to EV adoption and EV charging infrastructure. *See* Zero Emission Vehicle Program, Memorandum of Understanding (executed on Oct. 24, 2013), *available* at http://www.nescaum.org/documents/zev-mou-9-governors-signed-20180503.pdf/.

[4] For Con Edison and O&R, public DCFC stations are to be incentivized through a combination of discounted delivery rates, under economic development tariff riders, and per-plug incentives. Commission approval is required for tariff amendments to implement changes in the Con Edison Business Incentive Rate ("BIR") and the O&R Economic Development Rider ("EDR") as described in Appendices B and E. Con Edison and O&R request that these tariff amendments be approved on one day's notice so that the changes to the economic development tariff riders are effective at the same time as the per-plug incentives are available.

[5] NYSERDA, 2017 Biennial Report to the 2015 State Energy Plan: The Energy to Lead, p. 56.

[6] *See* 6 NYCRR § 218.

similar levels of ZEV sales. By the end of October 2018, however, registered ZEVs in New York State totaled just under 38,000.[7]

To meet this challenge, publicly available and affordable vehicle charging options are a necessary component of a plan to encourage drivers to purchase and drive EVs.[8] Publicly available DCFC stations will comprise an important portion of the EV charging portfolio. Along major roads and in urban areas, the charging capability of DCFC stations should lower the "charging and "range anxiety" of EV drivers.

There are now 75 DCFC stations with 304 plugs in the State,[9] but to meet the public fast charging needs of 800,000 electric vehicles in New York State, more than 1,500 total plugs are likely needed.[10] NYPA plans to install 200 plugs on state corridors and in urban areas by 2020. There has been, however, minimal private DCFC investment due to the limited number of EVs on the road today combined with high capital and operating costs.[11]

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[7] EValuateNY version 3.20, Atlas Public Policy, (October 2018).

[8] Studies have found correlations between DCFC and EV sales. Mark Singer, Nat'l Renewable Energy Lab., *Consumer Views on Plug-in Electric Vehicles – National Benchmark Report* (Jan. 2016) pp. 18, 20; CalETC, *Evaluating Methods to Encourage Plug-in Electric Vehicle Adoption: A Review of Reports on PEV Incentive Effectiveness for California Utilities* p. 23. Prepared by Plug In America (Oct. 2016), *available at* https://pluginamerica.org/wp-content/uploads/2016/11/PEV-Incentive-Review-October-2016.pdf; Kansas City Power and Light executives believe that an extensive investment in public charging eliminated range anxiety in its service territory and led to an increased adoption of EVs. See Garrett Fitzgerald and Chris Nelder. *From Gas to Grid: Building Charging Infrastructure to Power Electric Vehicle Demand. Rocky Mountain Institute* (2017) p. 31.

[9] Alternative Fuels Data Center. Alternative Fueling Station Locator. Accessed Nov. 20, 2018.https://afdc.energy.gov/stations/#/find/nearest

[10] Alternative Fuels Data Center. Electric Vehicle Infrastructure Projection Tool (EVI-Pro) Lite. Accessed Nov 20, 2018. https://afdc.energy.gov/evi-pro-lite

[11] There are developers building DCFC networks in the U.S., and these proposed programs are intended to attract these developers to New York State. For example, Volkswagen's Electrify America program is mandated to invest $2 billion in infrastructure, access and education through 2027, *available at* https://www.electrifyamerica.com/our-plan. ChargePoint is targeting a network of 2.5 million charging stalls by 2025, *available at* https://www.chargepoint.com/about/news/chargepoint-makes-landmark-commitment-future-mobility-pledge-25-million-places-charge/ Tesla continues to add SuperCharger hubs for its drivers across the country. *See* Fred Lambert, Tesla says 99% of the US population is now within 150 miles of a Supercharger (August 10, 2018). Accessed at https://electrek.co/2018/08/10/tesla-supercharger-cover-99-us-population-within-150-miles/

PROCEDURAL HISTORY

On April 13, 2018, NYPA *et al*. petitioned the Commission for changes to accelerate the development of DCFC in New York State (the "Petition"), followed shortly thereafter by the Commission's instituting a proceeding focused on EVs, EV supply equipment, and accompanying infrastructure (the "EVSE Proceeding").[12] On July 18-19, 2018, Department of Public Service Staff ("Staff") and NYSERDA hosted an EV Technical Conference, which included discussion of DCFC ratemaking policy,[13] and on September 21, 2018, Staff hosted an additional working group meeting.[14] Both the comment period and stakeholder sessions provided for robust stakeholder participation through both written comments and participation on the topic of DCFC ratemaking policy.

COLLABORATIVE DEVELOPMENT OF INCENTIVE PROGRAMS

Prior to the EV Technical Conference, NYPA engaged the Joint Utilities in discussions of the Petition, particularly on the model it developed regarding the projected costs of the DCFC stations that NYPA has pledged to install on the New York State Thruway and in other key travel corridors. As part of that effort, at the September 21, 2018 Staff working group meeting,[15] Con Edison proposed an annual per-plug incentive program to offset annual operating costs for

[12] NYPA, NYSDEC, NYSDOT, and NYSTA petitioned (the "Petitioner's") the Commission requesting a switch to small commercial non-demand rates for DCFC charging stations in New York. Case 18-E-0138, *Proceeding on Motion of the Commission Regarding Electric Vehicle Supply Equipment* ("EVSE Proceeding"), Joint Petition for Immediate and Long Term Rate Relief to Encourage Statewide Deployment of Direct Current Fast Charging Facilities for Electric Vehicles (filed April 13, 2018) (the "Petition"). The Joint Utilities' comments on the Petition were filed on July 23, 2018 pursuant to a request for comments that was noticed in the New York State Register, I.D. No. PSC-21-18-00044-P, pp. 47-48, on May 23, 2018. Numerous other parties including charging station operators, environmental groups, auto-manufacturers, and public entities expressed support for an incentive rate for DCFC.

[13] EVSE Proceeding, Notice of Technical Conference (issued May 25, 2018).

[14] Staff hosted a working group meeting on September 21, 2018, to discuss rate design principles to be applied to electric vehicle charging stations. EVSE Proceeding, Notice of Working Group Meeting and Request for Post-Conference Comments (issued August 16, 2018).

[15] *Id*.

DCFC stations. This per-plug incentive was in addition to a discounted electric delivery rate that Con Edison was already offering public DCFC stations under its BIR.[16]

Following the September 21, 2018 working group meeting, the Joint Utilities, NYPA, Staff, NYSERDA, the City of New York ("City"), the New York State Department of State-Utility Intervention Unit ("UIU"), and the Long Island Power Authority participated in three in-person meetings and numerous teleconference calls to discuss this statewide utility DCFC incentive proposal.[17] This consensus proposal, implemented differently for each utility as described in Appendices A-F, is based on the following principles:

- Keep DCFC stations on the appropriate electric rate schedule, which includes demand charges, so that operators are encouraged to manage their demand levels to manage bills (as well as electric system impacts) when incentives sunset at the end of the term.
- Provide limited-term cost relief for DCFC station operators to address the short-term economic challenges associated with initial low charging utilization levels.
- Design a program of the appropriate size and scope to encourage the development of the DCFC infrastructure in line with supporting ZEV goals.

[16] Case 17-E-0814, *Tariff Filing by Consolidated Edison Company of New York, Inc. to Modify Its Electric Tariff Schedule, P.S.C. No. 10, to Expand the Scope of Its Economic Development Business Incentive Rate to Include an Electric Vehicle Quick Charging Station Program*, Order Approving Tariff Amendments (issued April 24, 2018).
[17] The City is not opposing this consensus proposal although the City may file comments. UIU is neither supporting nor opposing it. The Long Island Power Authority is not opposing this consensus proposal, and intends to coordinate with NYSERDA and PSEG Long Island to develop a similar DCFC incentive proposal for the Authority's service territory, consistent with recommendations provided by the Department of Public Service regarding PSEG Long Island's Utility 2.0 Long Range Plan and 2018 Update.

INCENTIVE PROGRAM DESIGN

In general, for each utility, the proposed program:

- Provides an annual declining per-plug incentive[18] payable to qualifying public DCFC operators for approximately seven years (2019-2025). These incentives are based on each utility's expected electric bills;[19]
- Requires the DCFC operator to take service under a demand-based tariff;
- Pays the incentive on a per-plug basis for each plug that can dispense power simultaneously, including dual plugs that can dispense simultaneously on a single charger unit;[20] and
- Provides a higher incentive level for plugs with charging capabilities of 75 kW and above to incent installation of faster charging plugs.[21]

More specifically, the Parties agreed that the total number of plugs that will be eligible for annual incentives in each service territory for each year (i.e., these are not incremental) would be as follows:

# of Plugs	**2019**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**
Con Edison	400	400	400	400	400	400	400
O&R	40	40	40	40	40	40	40
Central Hudson	34	68	100	100	100	100	100
NYSEG	160	160	160	160	160	160	160
RG&E	74	74	74	74	74	74	74
National Grid	100	200	300	300	300	300	300
Total	**808**	**942**	**1074**	**1074**	**1074**	**1074**	**1074**

[18] Appendices A-F provide the details on the declining incentive for each utility. Utility proposals vary on how new entrants will be treated after the first year of the program. For Con Edison and O&R, these appendices also contain tariff amendments necessary to change their economic development program tariff riders. Note 3, *supra*, recommends that these changes go into effect on one day's notice to be effective at the same time as the per-plug incentive program.

[19] Following the methodologies in the Petition, the Parties used a model electric bill assuming volume-based rates for DCFC as a target in sizing and shaping the incentive. The Parties understand that, even with the incentive proposed, the ultimate success of the business model will be largely driven by station utilization.

[20] This incentive design encourages the installation of charging stations that can power-share over two plugs, which will help to increase the total number of plugs.

[21] Chargers with 75 kW of capacity will meet the maximum charging demand of many 2018 EVs. Going forward, it is anticipated that EVs will continue to move towards higher demand charging capabilities and DCFC charging infrastructure will need to follow.

The utilities will pay up to the following annual per-plug incentives over the seven-year term to a qualifying customer:

$ per Plug Incentive	**2019**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**
Con Edison - Year 1 - 75kW+	4,000	3,429	2,857	2,286	1,714	1,143	571
Con Edison - Year 2 - 75kW+	-	4,000	3,429	2,857	2,286	1,714	1,143
Con Edison - Year 3 - 75kW+	-	-	4,000	3,429	2,857	2,286	1,714
Con Edison - Year 4 - 75kW+	-	-	-	4,000	3,429	2,857	2,286
Con Edison - Year 5 - 75kW+	-	-	-	-	4,000	3,429	2,857
Con Edison - Year 6 - 75kW+	-	-	-	-	-	4,000	3,429
Con Edison - Year 7 - 75kW+	-	-	-	-	-	-	4,000
Con Edison - Year 1 - 50kW to 74kW	2,400	2,057	1,714	1,371	1,029	686	343
Con Edison - Year 2 - 50kW to 74kW	-	2,400	2,057	1,714	1,371	1,029	686
Con Edison - Year 3 - 50kW to 74kW	-	-	2,400	2,057	1,714	1,371	1,029
Con Edison - Year 4 - 50kW to 74kW	-	-	-	2,400	2,057	1,714	1,371
Con Edison - Year 5 - 50kW to 74kW	-	-	-	-	2,400	2,057	1,714
Con Edison - Year 6 - 50kW to 74kW	-	-	-	-	-	2,400	2,057
Con Edison - Year 7 - 50kW to 74kW	-	-	-	-	-	-	2,400

	2019	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**
O&R - Year 1 - 75kW+	8,000	6,857	5,714	4,571	3,429	2,286	1,143
O&R - Year 2 - 75kW+	-	8,000	6,857	5,714	4,571	3,429	2,286
O&R - Year 3 - 75kW+	-	-	8,000	6,857	5,714	4,571	3,429
O&R - Year 4 - 75kW+	-	-	-	8,000	6,857	5,714	4,571
O&R - Year 5 - 75kW+	-	-	-	-	8,000	6,857	5,714
O&R - Year 6 - 75kW+	-	-	-	-	-	8,000	6,857
O&R - Year 7 - 75kW+	-	-	-	-	-	-	8,000
O&R - Year 1 - 50kW to 74kW	4,800	4,114	3,429	2,743	2,057	1,371	686
O&R - Year 2 - 50kW to 74kW	-	4,800	4,114	3,429	2,743	2,057	1,371
O&R - Year 3 - 50kW to 74kW	-	-	4,800	4,114	3,429	2,743	2,057
O&R - Year 4 - 50kW to 74kW	-	-	-	4,800	4,114	3,429	2,743
O&R - Year 5 - 50kW to 74kW	-	-	-	-	4,800	4,114	3,429
O&R - Year 6 - 50kW to 74kW	-	-	-	-	-	4,800	4,114
O&R - Year 7 - 50kW to 74kW	-	-	-	-	-	-	4,800

	2019	2020	2021	2022	2023	2024	2025
Central Hudson - Year 1 - 75kW+	11,000	8,800	6,600	4,400	2,200	-	-
Central Hudson - Year 2 - 75kW+	-	11,000	8,800	6,600	4,400	2,200	-
Central Hudson - Year 3 - 75kW+	-	-	11,000	8,800	6,600	4,400	2,200
Central Hudson - Year 4 - 75kW+	-	-	-	11,000	8,800	6,600	4,400
Central Hudson - Year 5 - 75kW+	-	-	-	-	11,000	8,800	6,600
Central Hudson - Year 6 - 75kW+	-	-	-	-	-	11,000	8,800
Central Hudson - Year 7 - 75kW+	-	-	-	-	-	-	11,000
Central Hudson - Year 1 - 50kW to 74kW	6,600	5,280	3,960	2,640	1,320	-	-
Central Hudson - Year 2 - 50kW to 74kW	-	6,600	5,280	3,960	2,640	1,320	-
Central Hudson - Year 3 - 50kW to 74kW	-	-	6,600	5,280	3,960	2,640	1,320
Central Hudson - Year 4 - 50kW to 74kW	-	-	-	6,600	5,280	3,960	2,640
Central Hudson - Year 5 - 50kW to 74kW	-	-	-	-	6,600	5,280	3,960
Central Hudson - Year 6 - 50kW to 74kW	-	-	-	-	-	6,600	5,280
Central Hudson - Year 7 - 50kW to 74kW	-	-	-	-	-	-	6,600

	2019	2020	2021	2022	2023	2024	2025
NYSEG - 75kW+	8,000	6,857	5,714	4,571	3,429	2,286	1,143
NYSEG - 50kW to 74kW	4,800	4,114	3,429	2,743	2,057	1,371	686

	2019	2020	2021	2022	2023	2024	2025
RG&E - 75kW+	17,000	14,571	12,143	9,714	7,286	4,857	2,429
RG&E - 50kW to 74kW	10,200	8,743	7,286	5,829	4,371	2,914	1,457

	2019	2020	2021	2022	2023	2024	2025
National Grid - 75kW+	7,500	6,429	5,357	4,286	3,214	2,143	1,071
National Grid - 50kW to 74kW	4,500	3,857	3,214	2,571	1,929	1,286	643

Finally, assuming full enrollment[22] in this incentive program, each utility's costs are projected to be as follows.[23]

Program Cost ($)	**2019**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**
Con Edison	1,600,000	1,371,429	1,142,857	914,286	685,714	457,143	228,571
O&R	320,000	274,286	228,571	182,857	137,143	91,429	45,714
Central Hudson	374,000	673,200	875,600	655,600	435,600	215,600	70,400
NYSEG	1,280,000	1,097,143	914,286	731,429	548,571	365,714	182,857
RG&E	1,258,000	1,078,286	898,571	718,857	539,143	359,429	179,714
National Grid	750,000	1,285,714	1,607,143	1,285,714	964,286	642,857	321,429

As noted above, the design for each utility is slightly different but the programs all provide incentives to assist with public DCFC stations. For example, Con Edison and O&R provide relief through a combination of discounted delivery rates and per-plug incentives.[24] Both the Con Edison and O&R programs include a load factor bonus whereas the Central Hudson, National Grid, NYSEG, and RG&E programs do not. However, Central Hudson, National Grid, NYSEG, and RG&E offer higher, per-plug incentives than Con Edison and O&R.

In addition, this proposal has statewide program rules to provide consistency for public DCFC operators throughout New York State. Statewide DCFC incentive program rules include:

- The program is available only to new DCFC infrastructure placed into service after the program effective date.
- Applicants will become eligible for the program and set their level of incentives when they submit a complete application for service.
- Applicants will become eligible for incentive payments when their plugs enter operation.

[22] Full enrollment shows the maximum program costs, excluding the station-specific load factor incentives proposed by Con Edison and O&R. Less than full enrollment would result in lower program costs.
[23] The chart shows "program costs" for each of the program years but the utilities will make the payments to customers the following year, *i.e.*, a customer that enrolls in 2019 will receive its first payment in 2020.
[24] Because Con Edison and O&R are using their economic development tariff riders as the platform for this incentive, there are tariff changes for both companies that are needed to implement this program. These tariff changes are described in Appendices B and E.

- The incentives are available on a first-come basis and payable on a set schedule as defined by each utility in Appendices A-F.
- DCFC stations must be publicly accessible, defined as having access without site-specific physical access restrictions (*i.e.*, radio-frequency identification ("RFID"), security badge, or otherwise limited access). Publicly accessible sites may include sites such as supermarkets, malls, retail outlets, rest stops, visitor centers, train stations, hotels, restaurants, and parking garages or lots where DCFC stations are open to the general public and will be used by a wide variety of users. These may include sites that require a separate charge for parking.
- Each qualifying plug must be capable of dispensing 50 kW or more. Plugs with a minimum rating of 75 kW or higher will receive a greater incentive.
- Each utility will file an annual report with the Commission 60 days after the end of each calendar year providing the number of DCFC stations installed per year and the amount of incentives paid out per year.
- The utilities will collectively develop a website to be updated monthly showing the availability of incentives remaining.

CONCLUSION

The Joint Utilities, NYPA, NYSDEC, NYSDOT, NYSTA, and NYSERDA urge the Commission to approve the proposed incentive program through 2025 as an appropriate balancing of the interests of public policy in increasing EV adoption as a tool to support both clean energy goals and the interests of the utilities in maintaining the integrity of cost-based rate design.[25] The Parties emphasize the collaborative nature of this effort based on written comments and presentations and statements at the stakeholder forums. In addition, on November 27, 2018, the Parties will provide a Webinar presentation explaining this proposal.

The Parties request that Commission approval include approval of both the incentive amounts and the annual incentive caps, except that Con Edison and O&R request that the

[25] Petitioners will monitor program implementation to evaluate whether DCFC charging infrastructure is being sited equitably across the State, with particular attention to rural and lower income communities that have been underserved to date. Other programs, including NYPA's Evolve NY and NYSDEC's implementation of the Clean Transportation NY for investment of Volkswagen settlement proceeds, may serve to alleviate such socioeconomic disparities.

Commission approve Con Edison's right to adjust per-plug incentive amounts based on any changes to the delivery rate reductions available under its BIR program, and O&R's right to adjust per-plug incentives based on any changes to the delivery rate discount under its EDR. Finally, the Parties request that the utilities be authorized to recover the costs of this program with interest, including applicable incremental administrative costs. The Parties urge the Commission to adopt as soon as possible this proposal to foster DCFC infrastructure development in New York State.

Dated: November 20, 2018

Respectfully submitted,

CENTRAL HUDSON GAS & ELECTRIC CORPORATION	**NEW YORK STATE ELECTRIC & GAS CORPORATION and ROCHESTER GAS AND ELECTRIC CORPORATION**
By: */s/ Paul A. Colbert*	By: */s/ Mark Marini*
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CONSOLIDATED EDISON COMPANY OF NEW YORK, INC. and ORANGE AND ROCKLAND UTILITIES, INC. By: */s/ Mary Krayeske* Mary Krayeske Associate Counsel Consolidated Edison Company of New York, Inc. 4 Irving Place New York, NY 10003-0987 Tel.: 212-460-1340 Email: Krayeskem@coned.com	**NIAGARA MOHAWK POWER CORPORATION d/b/a NATIONAL GRID** By: */s/ Janet M. Audunson* Janet M. Audunson Assistant General Counsel National Grid 300 Erie Boulevard West Syracuse, New York 13202 Tel.: 315-328-3411 Email: janet.audunson@nationalgrid.com
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NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION By: */s/ Thomas S. Berkman* Thomas S. Berkman Deputy Commissioner & General Counsel New York State Department of Environmental Conservation 625 Broadway, 14th Floor Albany, NY 12233 Tel: 518-402-9188 Email: Thomas.Berkman@dec.ny.gov	**NEW YORK STATE DEPARTMENT OF TRANSPORTATION** By: */s/ Ronald L. Epstein* Ronald L. Epstein Executive Deputy Commissioner and Chief Financial Officer New York State Department of Transportation 50 Wolf Road Albany, NY 12232 Tel: 518-457-2320 Email: Ron.Epstein@dot.ny.gov

NEW YORK STATE THRUWAY AUTHORITY By: */s/ Matthew J. Driscoll* Matthew J. Driscoll Acting Executive Director New York State Thruway Authority P.O. Box 189 200 Southern Boulevard Albany, NY 12201-0189 Tel: 518-436-2700 Email: Matthew.Driscoll@thruway.ny.gov	

APPENDIX A

PROGRAM DETAILS FOR CENTRAL HUDSON GAS & ELECTRIC CORPORATION

Description:

Central Hudson proposes to offer a declining annual per-plug incentive to customers owning or operating public electric vehicle ("EV") direct current fast charging ("DCFC") stations. This incentive is designed to support DCFC development while utilization is relatively low by helping to offset electric delivery costs.

Eligibility:

This program will be available to DCFC stations that are:

1. Newly installed after the commencement of the program;
2. Publicly accessible;
3. Rated to dispense 50 kW or greater per plug; and,
4. Taking demand service under Service Classification Nos. 2 or 3 of Central Hudson's Schedule for Electricity Service, P.S.C. No. 15.

A maximum of an incremental 100 plugs will be eligible for this incentive over the term of the program, with cumulative plug participation capped at 34 plugs in Year 1, 68 plugs in Year 2, and 100 plugs in Year 3.

Central Hudson proposes the following timelines to set access and promote the fair and efficient operation of this incentive program.

1. Systems lock-in the value of the incentive they receive by submitting a completed application to Central Hudson. The Company will alert the applicant when their application is complete.
2. After the Company completes a study to determine the magnitude of system upgrades, if any, which would be required to connect the new DCFC, and communicates the results to the applicant, the applicant will have sixty days to sign and remit payment for their Contribution in Aid of Construction ("CIAC").
    a. Systems which do not submit their CIAC payment in timely fashion will, subject to the Company's discretion, be removed from the program.
3. Systems must become energized within one year of their CIAC payment to become eligible for incentive payments.
    a. Systems which do not achieve operational status within one year from the date of their CIAC payment, may subject to the discretion of the Company, be removed from the program.

Time Frame:

The term of the program will be approximately seven years extending from the date of Commission approval of the program in 2019 through December 31, 2025. Eligibility will be available each year through December 31, 2025 or until the program capacity of 100 plugs is met. No incentive payments will be made after December 31, 2026.

Incentive Structure:

The starting incentive, regardless of year of participation, is $11,000 per plug for plugs rated to dispense 75 kW or greater, declining annually by one-fifth over a maximum payment period of five years.

Annual incentives will be earned on a per plug basis as follows:

Eligibility Year	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7
2019	$11,000	$8,800	$6,600	$4,400	$2,200	-	-
2020		$11,000	$8,800	$6,600	$4,400	$2,200	-
2021			$11,000	$8,800	$6,600	$4,400	$2,200
2022				$11,000	$8,800	$6,600	$4,400
2023					$11,000	$8,800	$6,600
2024						$11,000	$8,800
2025							$11,000

The annual per-plug incentive for plugs rated to dispense a minimum of 50 kW but less than 75 kW will be 60% of the annual incentive noted above.

Incentive Payments:

Per-plug incentives will be paid to participating customers on an annual basis. The first incentive payment will be made within 30 days of the end of the first twelve months after the DCFC station has been placed into service. The incentive payment for each subsequent year will be paid within 30 days of each subsequent twelve-month period.

If the account of a DCFC station is transferred to another entity during the term of the program, the new entity will be eligible to continue program participation at the incentive level of the previous entity.

Limitations:

In order to limit and/or avoid infrastructure constraints and/or system reliability impacts, siting of DCFC stations seeking eligibility under this program will be subject to Central Hudson approval.

Central Hudson reserves the right to seek Commission approval to reduce the incentives and/or end the program due to such factors including, but not limited to, significant declines in DCFC

equipment costs or lack of participation. In the event that Central Hudson seeks such approval, existing provisions would be grandfathered.

Maximum Annual Program Costs:

The following table presents estimated maximum annual program costs based on full subscription at the cumulative annual capacity level of 34, 68, and 100 plugs during the first three years of program operation with all plugs capable of dispensing 75 kW or greater:

Eligibility Year	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Total
2019	$374,000	$299,200	$224,400	$149,600	$74,800	-	-	$1,122,000
2020		$374,000	$299,200	$224,400	$149,600	$74,800	-	$1,122,000
2021			$352,000	$281,600	$211,200	$140,800	$70,400	$1,056,000
2022				-	-	-	-	-
2023					-	-	-	-
2024						-	-	-
2025							-	-
Total								**$3,300,000**

Recovery Method:

Incentive payments will be addressed through a combination of current recovery from customer classes participating in the program by means of the Revenue Decoupling Mechanism ("RDM") and deferral of the remainder. Current recovery through the RDM recognizes that participants in this program will entail new accounts with usage that is incremental to the currently approved RDM targets. Based on the estimated installations and utilization rates employed in the development of the incentive amounts, the following allocation is recommended:

	Year 1	Year 2	Year 3	Year 4	Year 5	Total
Incentive	$11,000	$8,800	$6,600	$4,400	$2,200	$33,000
RDM	$3,300	$5,700	$8,000	$8,000	$8,000	$33,000
Deferral	$7,700	$3,100	$(1,400)	$(3,600)	$(5,800)	$0

This proposal would require that customers participating in this program be excluded from the determination of RDM targets in future rate proceedings until the program is complete.

APPENDIX B

PROGRAM DETAILS FOR CONSOLIDATED EDISON COMPANY OF NEW YORK, INC.

Description:

Con Edison would offer a per-plug incentive and a load factor incentive for the development of public direct current fast charging ("DCFC") stations within its service territory. These are designed to provide a combined benefit in conjunction with the current delivery rate reductions offered under the Electric Vehicle ("EV") Quick Charging Station Program component of Con Edison's Business Incentive Rate ("BIR") Program, which is as described in Rider J to Con Edison's Schedule for Electricity Service, P.S.C. No. 10 – Electricity ("Con Edison Electric Tariff").

Certain changes to Con Edison's BIR Program are necessary to implement this proposal. For example, Con Edison's BIR Program currently requires a government incentive to qualify for the program, and does not permit government participation in the program. Also, delivery rate reductions under the existing EV Quick Charging Station Program component of the BIR end on April 30, 2025. Con Edison is proposing tariff amendments to implement the following changes to the BIR Program: eliminate the requirement for a government incentive; permit government customer participation; and extend to December 31, 2025 the end date for delivery rate reductions under the existing EV Quick Charging Station Program component of the BIR.

Draft tariff leaves proposing these changes are included in this Appendix.

Eligibility:

A customer installing a public DCFC station must meet the eligibility requirements of the EV Quick Charging Station Program component of Con Edison's BIR (amended as described in this appendix) to take part in the per-plug incentive program.

Proof must be provided of the EV station building permit and proof of payment of excess distribution facilities, if applicable.

Each plug must have a charging capacity of 50 kW or greater.

NYPA or a NYPA customer seeking to participate in the BIR will be required to establish an account under the Con Edison Electric Tariff and meet the BIR eligibility requirements to receive the BIR delivery rate reductions. NYPA or a NYPA customer that does not establish an account under the Con Edison Electric Tariff will be eligible only for the per-plug incentive as specified herein.

Time Frame:

Customers are eligible to enroll in the per-plug incentive program through December 31, 2025 or until 400 plugs are fully subscribed. Customers can enroll in the EV Quick Charging Station Program component of the BIR until December 31, 2025 or until the 30 MW cap on participation is reached.

If cap limits are met for one program, but there is still space in the other program, customers are eligible to participate in the remaining program. For example, if the EV Quick Charging Station Program component of the BIR program has met its 30 MW cap, customers may still participate in the per-plug incentive as long as the 400 plug limit has not been fully subscribed. If the per-plug program has met its 400 plug limit, but there are still MW available under the BIR 30 MW cap, eligible customers may participate in the BIR.

Customers will be allocated space in the program for a period of one year from the later of the date that the customer provides the Company with proof of building permit or, if applicable, payment of the excess distribution facilities charge. The Company may extend the one-year period for qualifying for the program if the customer is not in the program and receiving the per-plug incentive because the Company has not completed the construction of its facilities necessary to serve the customer.

Incentive Structure:

There are three components to the incentive structure for EV DCFC stations in the Con Edison service territory:

1. Delivery rate reductions under the BIR program.

2. Annual per-plug incentives of $4,000 for plugs of 75 kW or greater or $2,400 for plugs of 50 kW – 74 kW available in first year of operation and declining as shown below.

Year of Customer Participation*	Incentive Per Plug 75kW or Greater	Incentive Per Plug 50kW – 74kW
Year 1	$4,000	$2,400
Year 2	3,429	2,057
Year 3	2,857	1,714
Year 4	2,286	1,371
Year 5	1,714	1,029
Year 6	1,143	686
Year 7	571	343

* Regardless of calendar year. For example, a customer commencing service in 2022 will receive $4,000 for the first year incentive.

No per-plug incentives will be earned for twelve-month periods commencing after December 31, 2025.

3. Bonus incentives for achieving load factor milestones:

- $500 annually per site for achieving 5% load factor; and
- $1,000 annually per site for achieving 10% load factor.

The load factor incentive will be calculated annually at the time the per-plug incentive is calculated, based upon the preceding 12 months of usage. For the purposes of the load factor incentive, load factor will be the average of the 12 monthly load factors for the period. Each monthly load factor will be calculated using the maximum demand and total kWh usage for the applicable month. Customers that achieve a 10% load factor are paid the 5% load factor incentive and the 10% load factor incentive.

Incentive Payments:

Per-plug and load factor incentives will be paid to participating customers within 60 days of the end of each twelve-month period of program participation ("Annual Anniversary Date").

For example, the first year's incentive will be paid within 60 days after the first Annual Anniversary Date. Likewise, each subsequent year's incentive will be paid within 60 days of each subsequent Annual Anniversary Date. The final incentive will be paid within 60 days of the last twelve-month period of program participation, that is, the twelve-month period with an Annual Anniversary Date in 2026.

If the account of an EV DCFC station is transferred to another entity during the term of the program, such new entity will be eligible to continue program participation at the incentive level of the previous entity.

Recovery Method:

Deferral of costs for future recovery.

Maximum Annual Program Costs:

The table below assumes a maximum subscription of 400 75 kW plugs within the first year.

Year	Max Yearly Incentive	Max # of Plugs	Max Total Program Cost per Year
2019	$ 4,000	400	$ 1,600,000
2020	3,429	400	1,371,600
2021	2,857	400	1,142,800
2022	2,286	400	914,400
2023	1,714	400	685,600
2024	1,143	400	457,200
2025	571	400	228,400
		Total	**$ 6,400,000**

Additional Considerations:

The Con Edison per-plug incentives are designed to provide a combined benefit in conjunction with the current delivery rate reductions offered under the BIR. If the BIR delivery rate reductions change during the term of the program, the per-plug incentive will be re-determined based on the revised level of BIR delivery rate reductions and such revised per-plug incentive will become effective on the same date as the revised BIR delivery rate reductions. Revised per-plug incentives and BIR delivery rate reductions will apply only to customers commencing service on or after the effective date of the revision. As a hypothetical example, assuming the per-plug incentive and the BIR delivery rate reduction are worth $100 together over the 7 year term of the program and comprised of $75 for the BIR delivery rate reduction and $25 for the per-plug incentive, and the BIR delivery rate reduction changes to $60, the per-plug incentive would increase from $25 to $40 to keep the total value at $100. This same calculation would apply if the BIR delivery rate reduction were increased.

PSC NO: 10 – Electricity
Consolidated Edison Company of New York, Inc.
Initial Effective Date: ~~02/01/2017~~
~~Issued in compliance with Order in Cases 16-E-0060 and 16-E-0196 dated 1/25/2017~~

Leaf: 193
Revision: 54
Superseding Revision: ~~41~~

GENERAL RULES

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

RIDER J - BUSINESS INCENTIVE RATE

Applicable to SC 9
(Subject to the provisions thereof)

(A) Applicability

To non-governmental Customers, except for customers under the Electric Vehicle Quick Charging Station Program, eligible for service under SC 9 and meeting the requirements of this Rider.

(B) Business Incentive Rate ("BIR") Program Components and Availability

(1) New York City and Westchester Comprehensive Package of Economic Incentives ("New York City Comprehensive Package" and "Westchester Comprehensive Package"): This BIR component is provided to Customers receiving economic development benefits in the form of a Comprehensive Package of Economic Development Incentives in exchange for a long-term commitment to locate, remain, or relocate in the Company's service area pursuant to a contract with state or local authorities.

"Comprehensive Package of Economic Incentives" is defined as: (a) a separately-negotiated comprehensive package of economic incentives of at least five-years' duration conferred by the local municipality or state authorities to maintain or increase employment levels in the service area. Such incentives must include substantial tax or similar incentives, such as an allocation under the Recharge New York ("RNY") program or the START-UP NY program and/or certification of eligibility for energy rebates under the New York City Energy Cost Savings program ("ECSP"); or (b) low-cost financing conferred by the local municipality, state authorities, the federal government, or entities which are tasked to provide federal financing, stimulus funds, or make similar investments to not-for-profit institutions utilizing space for Biomedical Research (as defined below under the Biomedical Research Program). Customers eligible under both the Comprehensive Package and the New and Vacant Program are considered eligible for the Comprehensive Package only.

PSC NO: 10 – Electricity
Consolidated Edison Company of New York, Inc.
Initial Effective Date: ~~05/01/2018~~

Leaf: 195
Revision: 54
Superseding Revision: ~~43~~

GENERAL RULES

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

RIDER J - BUSINESS INCENTIVE RATE - Continued

(B) Business Incentive Rate ("BIR") Program Components and Availability – Continued

(4) Business Incubators and Business Incubator Graduates: This BIR component is available to Business Incubators for BIR load of up to 750 kW and Business Incubator Graduates for BIR load of up to 500 kW. If the Business Incubator or Business Incubator Graduate is a tenant in a redistribution building, its usage must be a minimum of 10 kW.

"Business Incubator" is defined as a facility that supports the launch and growth of start up and fledgling businesses by providing: (a) a workspace at discounted rates; (b) access to a network of successful entrepreneurs and support organizations through a program of events and an advisory board; and (c) an array of targeted resources and services. "Business Incubator Graduate" is defined as a start up or fledgling business that was a resident in a Business Incubator and left the Incubator in order to grow or expand its business. Businesses that are dismissed from the Incubator are excluded from this definition.

(5) Electric Vehicle ("EV") Quick Charging Station Program: This BIR component is available to owners of EV quick charging stations, including governmental customers, with a minimum aggregate charging capacity of 100 kW and a maximum aggregate demand of 2,000 kW. Stations must be newly constructed EV quick charging stations with no more than 10 kW of ancillary (non-EV charging) load. To be eligible, the stations must ~~be: (1) publicly~~be publicly accessible, such as stations located at: supermarkets, malls and retail outlets, train stations, hotels, restaurants, and parking garages and parking lots where the EV quick charging station is open to the general public and will be used by a wide variety of users., ~~and (2) receiving economic incentives from federal or state authorities and/or the local municipality.~~

~~Economic incentives may be new programs for EV charging stations or recurring incentives such as tax relief incentives, energy rebates and/or similar incentives such as allocations under the RNY program. They may also include low-cost financing conferred by the local municipality, state authorities, the federal government, or entities tasked with providing federal financing and/or funds. Other applicable incentives could include contributions in the form of on-going rebates, or other incentives.~~

GENERAL RULES

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

RIDER J - BUSINESS INCENTIVE RATE - Continued

(E) Term of BIR Rate Reductions

(1) BIR rate reductions will be available under the New York City or Westchester Comprehensive Package for an initial term of service of no less than three years and no more than ten years, and will either terminate after the initial term or be followed by a phase-out period of three to five years, as specified in the contract. If New York City or Westchester County uses the Recharge New York ("RNY") program or the START-UP NY program as a qualifying program under the Comprehensive Package of Economic Incentives, the BIR term shall not extend beyond the period of the Customer's participation in the respective program. At any time, the governmental agency designating the Customer for service under the Comprehensive Package may reduce the load eligible for rate reductions if the agency determines that the Customer is not fulfilling its economic-development commitments.

(2) BIR rate reductions will be available to Business Incubator Graduates for nonrenewable five-year terms, with no phase-out period. BIR rate reductions provided to Business Incubator Graduates will not be transferrable to other premises, unless the Business Incubator Graduate moved to another premises due to reasons outside the recipient's control, including, but not limited to, a fire or other incident that renders the existing space uninhabitable, or a taking of the property by eminent domain. A Business Incubator Graduate who receives service under this Rider will continue to be eligible for service under this Rider for the remainder of its term if the Business Incubator Graduate remains at the same location and: (a) merges with another business, but does not change the name of its business; or (b) changes the name of its business due to incorporation of the business, which was previously a sole proprietorship or partnership. Except as specified above, successor businesses and successor Customers will not be eligible to receive service under this Rider for any months remaining under the predecessor's term of service under this Rider.

(3) BIR rate reductions are available ~~to~~ under the EV Quick Charging Station Program ~~are available for seven years,~~ until ~~April 30~~December 31, 2025~~, from the effective date of the program~~.

(4) BIR rate reductions for all other Customers will be provided for a period of fifteen years, which is composed of an initial ten-year term of service followed by a phase-out period of five years.

GENERAL RULES

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

RIDER J - BUSINESS INCENTIVE RATE – Continued

(F) Applications for Service - Continued

(6) Applications may~~must~~ be made under the EV Quick Charging Station Program after a building permit is obtained ~~within 30 days of application for an economic incentive from federal, state and/or local authorities.~~ A completed application must include~~:~~ proof of eligibility that the station is publicly accessible. ~~and a letter from the entity providing the economic incentive, confirming conveyance of such incentive to the applicant.~~

(G) Restrictions as to the Availability of the Rider

Service under this Rider shall not be available as follows:

(1) to Customers receiving service under Special Provision D or H of SC 9 or Rider Y;
(2) where service is furnished solely or predominantly for telephone booths, warning lights, bus stop shelters, signboards, cable television and telecommunication local distribution facilities, or similar structures or locations;
(3) to a building or premises where 25 percent or more of the square footage of the premises is used on a permanent basis for residential purposes, unless (i) the residential space is separately metered or (ii) the Customer receives high-tension service and applies for Rider J as a Biomedical Research Customer, Business Incubator, or Business Incubator Graduate and the load designated for service under this Rider excludes any of the residential load on the premises;
(4) for public light and power in multi-tenanted residential buildings, or for construction purposes, or for activities of a temporary nature as described in General Rule 5.2.7;
(5) to residential-type premises where the account is in the name of a non-residential entity, such as apartments for renting purposes;
(6) to any Customer eligible for service under SC 1, such as a corporation or association organized and conducted in good faith for religious purposes; or
(7) to retail establishments (except for participants in the EV Quick Charging Station Program), i.e., entities that are engaged in the sale of goods or services to end-users, including, without limitation, restaurants; hotels; entertainment-related establishments (unless primarily used for film production); and museums; or
(8) to energy intensive facilities that generate relatively few new jobs, such as web-hosting centers, data centers and data switching facilities, except for participants in the EV Quick Charging Station Program. This subsection shall not restrict the availability of this Rider to energy intensive facilities where such facilities are part of a larger facility used in the ordinary course of business, such as corporate computer centers. Governmental economic development agencies shall have the discretion to allocate power available under this Rider to energy intensive facilities based upon factors other than the amount of anticipated electric demand, provided that a compelling reason to do so can be shown.

APPENDIX C

PROGRAM DETAILS FOR NEW YORK STATE GAS & ELECTRIC CORPORATION

Description:

NYSEG proposes a program that will offer an annual incentive payment to customers operating an electric vehicle ("EV") direct current fast charge ("DCFC") station. The purpose of the incentive payment is to support DCFC while utilization is relatively low by offsetting electric delivery cost.

Time Frame:

A customer that installs a qualifying DCFC station will be eligible for program participation from 2019 through 2025. The date of an approved application[26] will determine the program year incentive level for which the customer is eligible. For example, an application approved in 2019 will make that applicant eligible for the prescribed 2019 incentive level. Customers who qualify in 2019 will receive incentive payments annually for seven years, a customer that qualifies in 2020 will receive an incentive payment for six years, a customer that qualifies in 2021 will receive an incentive payment for five years, a customer that qualifies in 2022 will receive an incentive payment for four years, etc.

The incentive payment will be made annually with the first payment made after twelve months of billing has occurred.

The last year (2025) incentive level will be paid out after twelve months of billing has occurred.

[26] An application will be deemed approved once the customer has completed their application. Maintaining eligibility will be pursuant to timely payment of any monies for infrastructure upgrades, as applicable and achieving operation. Specifically, after NYSEG completes a study to determine the magnitude of system upgrades, if any, which would be required to connect the new DCFC, and communicates the results to the applicant, the applicant will have sixty days to sign and remit payment for their Contribution in Aid of Construction ("CIAC"). Systems which do not submit their CIAC payment in timely fashion will, subject to NYSEG's discretion, be removed from the program. Systems must become energized within one year of their CIAC payment to become eligible for incentive payments. Systems which do not achieve operational status within one year from the date of their CIAC payment may, subject to the discretion of NYSEG, be removed from the program.

Incentive Structure:

Year	Maximum Annual Incentive Per Plug	Maximum Total Eligible Plugs	Maximum Incentive Payout	Total Maximum Per Plug Payout By Qualification Year
2019	$8,000	160	$1,280,000	$32,000
2020	$6,857	160	$1,097,120	$24,000
2021	$5,714	160	$914,240	$17,143
2022	$4,571	160	$731,360	$11,429
2023	$3,429	160	$548,640	$6,857
2024	$2,286	160	$365,760	$3,429
2025	$1,143	160	$182,880	$1,143
Total	$32,000		$5,120,000	

A maximum annual incentive per DCFC plug has been calculated based on modeling completed by the New York Power Authority. This modeling identified the expected annual cost difference between a DCFC station on the NYSEG demand rate versus a volumetric rate set at $0.055 per kWh.

NYSEG will pay up to the maximum annual incentive for each plug at a DCFC station. The total DCFC station annual incentive payment shall not exceed the total delivery costs for the twelve-month billing period in which the incentive is being calculated ("delivery cost cap"). The difference between the maximum annual incentive and the capped incentive payment at delivery cost will be added to the maximum annual incentive for the following year for that particular customer through 2021. From 2021 to 2022 the roll over will be limited to $6,000. There will be no roll over allowed after 2022.

DCFC station size minimum for qualification in the program is 50 kW. DCFC stations 50 kW to less than 75 kW in size will receive 60% of the maximum annual incentive per plug, subject to the delivery cost cap. DCFC stations 75 kW and larger will receive the full maximum annual incentive per plug, subject to the delivery cost cap.

The DCFC station shall install a separate, dedicated meter. Ancillary load shall not exceed 10 kW.

The table above shows the maximum annual per plug incentive level by program year. The table also shows that maximum eligible plugs per year. The program will support up to 160 plugs. The table shows the maximum program expenditure in the column labeled "maximum incentive payout" using those percentages as the most aggressive case for program participation. Finally, the table shows the maximum incentive level that a customer could receive based on the year in which the qualified for the program.

Recovery Method:

The incremental costs for implementing the DCFC incentive program will be recovered through a class-specific, Non-Bypassable Charge ("NBC").

APPENDIX D

PROGRAM DETAILS FOR NIAGARA MOHAWK POWER CORPORATION d/b/a NATIONAL GRID

Description:

National Grid will employ a declining incentive payable annually for eligible plugs. A plug will enter the program and be eligible for the first year incentive when it submits a completed application to National Grid. A plug will be eligible to receive incentive payments after it is energized. Plugs that remain energized and operational will automatically remain eligible for program incentives through the program's completion in 2025.

Time Frame:

The program will begin on the date of the order authorizing this program and will continue to enroll eligible plugs through the end of calendar year 2025. It is proposed that the timeframe approved by the order authorizing this program will be 1/1/2019 – 12/31/2025.

A plug must be capable of dispensing a charge of at least 50 kW to participate. Plugs capable of charging a vehicle at greater than 75 kW will receive the schedule specified below. Plugs capable of charging a vehicle between 50 kW, but less than 75kW, will receive an incentive on the schedule given below, equal to 60% of the incentive for chargers > 75 kW.

National Grid proposes the following timelines to set access and promote the fair and efficient operation of this incentive program.

1. Systems lock-in the value of the incentive they receive by submitting a completed application to National Grid. The Company will alert the applicant when their application is complete.
2. After the Company completes a study to determine the magnitude of system upgrades, if any, which would be required to connect the new DCFC, and communicates the results to the applicant, the applicant will have sixty days to sign and remit payment for their Contribution in Aid of Construction ("CIAC").
    a. Systems which do not submit their CIAC payment in timely fashion will, subject to the Company's discretion, be removed from the program.
3. Systems must become energized within one year of their CIAC payment to become eligible for incentive payments.

a. Systems which do not achieve operational status within one year from the date of their CIAC payment, may subject to the discretion of the Company, be removed from the program.

Energized systems which remain operational will automatically remain enrolled in the incentive program. However, any system that ceases operation during the program year will be removed from the program and will not be eligible to receive an incentive. Once removed, a system will have to reapply to the program, space-permitting.

National Grid will issue the annual incentive to eligible plugs in the first quarter of the subsequent calendar year. When all eligible plugs as of December 31, 2025 receive the 2025 incentive, the program will conclude.

As an illustrative example, plugs which submit a completed application by December 31, 2019 will be eligible to receive a 2019 incentive. That plug will receive the 2019 incentive after it is energized. Plugs which are energized by December 31, 2019, will be eligible to receive the 2019 incentive in the first quarter of 2020. A plug which is eligible for the 2019 incentive by virtue of the date of its application, and becomes operational in 2020, will receive the incentive payments corresponding to 2019 and 2020 in the first quarter of 2021. As long as a plug in the program remains operational thereafter, it will continue to receive incentive payments for the duration of the program.

Program Plug Limits:

The maximum number of plugs allowed in the program at any time is 300. No more than 100 plugs are eligible for the incentive in 2019. Participation in the first two years, 2019 and 2020, is capped at 200 plugs. No more than 300 plugs will be eligible in any year from year 3 through year 7.

Incentive Structure:

	2019	2020	2021	2022	2023	2024	2025
Plugs ≥ 75 kW	$7,500	$6,429	$5,357	$4,286	$3,214	$2,143	$1,071
Plugs 50 - 74 kW	$4,500	$3,857	$3,214	$2,571	$1,929	$1,286	$643

Utilization Credit: The Company is not offering a utilization credit.

Recovery Method:

National Grid proposes to recover costs through a combination of the Company's Revenue Decoupling Mechanism ("RDM") and deferral. On an annual basis, when the Company performs its annual RDM reconciliation, the Company will adjust the delivery revenue in its RDM reconciliation by subtracting the total incentives paid to participating customers during the annual period of the RDM reconciliation, up to a maximum of the total delivery charges incurred by the participating customers' charging stations during the same period. Any incentive payment amounts above the maximum amount described above will be deferred for collection from all

customers in the Company's first rate case following the approval of this proposal. This provision will require a revision to Rule 57 of the Tariff.

The Company also proposes to collect costs associated with any full time employee or contractor added to administer the program. Such costs will be deferred for collection from all customers to the Company's first rate case following the approval of this proposal.

Maximum Annual Program Costs:

Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Total
2019	2020	2021	2022	2023	2024	2025	
$ 750,000	$ 1,285,714	$ 1,607,143	$ 1,285,714	$ 964,286	$ 642,857	$ 321,429	$ 6,857,143

Reporting requirements:

After disbursing the annual incentive, the Company will file a report with the Commission specifying the number of eligible plugs, and the total annual cost of the program.

APPENDIX E

PROGRAM DETAILS FOR ORANGE AND ROCKLAND UTILITIES, INC.

Description:

O&R would offer a per-plug incentive and a load factor incentive for the development of public DCFC stations within its service territory. These are designed to provide a combined benefit in conjunction with proposed delivery rate discounts under the Electric Vehicle ("EV") Quick Charging Station Program component of O&R's Economic Development Rider ("EDR") which is described in Rider H to O&R's Schedule for Electric Service, P.S.C. No. 3 – Electricity.

Certain changes to O&R's EDR are necessary to implement this proposal.

O&R proposes to modify its EDR to allow demand-billed participants that construct and own a publicly accessible charging station with a minimum of 65 kW of aggregate charging capacity to receive a 20% delivery rate discount under the EDR. Examples of locations for publicly accessible stations are supermarkets, malls and retail outlets, train stations, hotels, restaurants, and parking garages and parking lots where EV quick charging is open to the general public.

The Company will allow up to 3 MW of aggregate EV charging load to be eligible for the program. The delivery rate discount would be available through December 31, 2025. Customers commencing service under the EV Quick Charging Station Program after the effective date of the program will receive discounts for less than seven years. For example, a customer commencing service under the program in January 2020 would receive the discount for six years (i.e., January 2020 through December 2025).

Electric loads that are not associated with EV quick charging infrastructure will be limited to 10 kW per account. The EDR currently includes an energy audit requirement for customers who are purchasing or leasing an existing building. Participants under the proposed EV Quick Charging Station Program will be exempt from this requirement. Participants under the proposed EV Quick Charging Station Program will also be exempt from the existing EDR requirement that requires a government incentive to qualify for the program.

Draft tariff leaves proposing these changes are included in this Appendix.

Eligibility:

A customer installing a public DCFC station must meet the eligibility requirements of the proposed EV Quick Charging Station Program component of O&R's EDR (as described in this appendix) to take part in the per-plug incentive program.

Proof must be provided of the EV station building permit, and proof of payment of excess distribution facilities, if applicable.

Each plug must have a charging capacity of 50 kW or greater.

Time frame:

Customers are eligible to enroll in the per-plug incentive program through December 31, 2025, or until 40 plugs are fully subscribed. Customers can enroll in the EV Quick Charging Station Program component of the EDR until the end of the program or until the 3 MW cap on participation is reached.

If cap limits are met for one program, but there is still space in the other program, customers are eligible to participate in the remaining program. For example, if the EV Quick Charging Station Program component of the EDR program has met its 3 MW cap, customers may still participate in the per-plug incentive as long as the 40 plug limit has not been fully subscribed. If the per-plug program has met its 40 plug limit, but there are still MW available under the EDR 3 MW cap, eligible customers may participate in the EDR.

Customers will be allocated space in the program for a period of one year from the later of the date that the customer provides the Company with proof of building permit or, if applicable, payment of the excess distribution facilities charge). The Company may extend the one-year period for qualifying for the program if the customer is not in the program and receiving the per-plug incentive because the Company has not completed the construction of its facilities necessary to serve the customer.

Incentive structure:

There are three components to the incentive structure for EV DCFC stations in the O&R service territory:

1. Delivery rate discounts under the EDR.

2. Annual per-plug incentives of $8,000 for plugs of 75 kW or greater or $4,800 for plugs of 50 kW – 74 kW will be available for the first 12 months of operation, declining as shown below.

Year of Customer Participation*	Incentive Per Plug 75kW or Greater	Incentive Per Plug 50kW – 74kW
Year 1	$8,000	$4,800
Year 2	6,857	4,114
Year 3	5,714	3,428
Year 4	4,571	2,743
Year 5	3,429	2,057
Year 6	2,286	1,372
Year 7	1,143	686

* Independent of calendar year. For example, a customer commencing service in 2022 will receive $8,000 for the first year incentive.

No incentives will be earned for twelve-month periods commencing after December 31, 2025.

3. Bonus incentives for achieving load factor milestones:

- $500 annually per site for achieving 5% load factor; and
- $1,000 annually per site for achieving 10% load factor.

The load factor incentive will be calculated annually at the time the per-plug incentive is calculated, based upon the preceding 12 months of usage. For the purposes of the load factor incentive, load factor will be the average of the 12 monthly load factors for the period. Each monthly load factor will be calculated using the maximum demand and total kWh usage for the applicable month. Customers that achieve a 10% load factor are paid the 5% load factor incentive and the 10% load factor incentive.

Incentive Payments:

Per-plug and load factor incentives will be paid to participating customers within 60 days of the end of each 12-month period of program participation ("Annual Anniversary Date"). For example, the first year's incentive will be paid within 60 days after the first Annual Anniversary Date. Likewise, each subsequent year's incentive will be paid within 60 days of each subsequent Annual Anniversary Date. The final incentive will be paid within 60 days of the last twelve-month period of program participation, that is, the twelve-month period with an Annual Anniversary Date in 2026.

If the account of an EV DCFC station is transferred to another entity during the term of the program, such new entity will be eligible to continue program participation at the incentive level of the previous entity.

Recovery method:

Incentives will be recovered via the ECA surcharge.

Maximum Annual Program Costs:

The table below assumes a maximum subscription of 40 75 kW plugs within the first year.

Year	Max Yearly Incentive	Max # Plugs	Projected Total
1	$ 8,000	40	$ 320,000
2	6,857	40	274,286
3	5,714	40	228,571
4	4,571	40	182,857
5	3,429	40	137,143
6	2,286	40	91,429
7	1,143	40	45,714
		Total	**$ 1,280,000**

Additional Considerations:

The O&R per-plug incentives are designed to provide a combined benefit in conjunction with the delivery rate discount offered under the EDR. If the EDR delivery rate discount changes during the term of the program, the per-plug incentive will be re-determined based on the revised level of EDR delivery rate discount and such revised per-plug incentive will become effective on the same date as the revised EDR delivery rate discount. Revised per-plug incentives and the EDR delivery rate discount will apply only to customers commencing service on or after the effective date of the revision. As a hypothetical example, assuming the per-plug incentive and the EDR delivery rate discount are worth $100 together over the 7 year term of the program and comprised of $55 for the EDR delivery rate discount and $45 for the per-plug incentive, and the EDR delivery rate discount changes to $40, the per-plug incentive would increase from $45 to $60 to keep the total value at $100. This same calculation would apply if the EDR delivery rate discount were increased.

GENERAL INFORMATION

13. SERVICE CLASSIFICATION RIDERS (Continued)

RIDER H

ECONOMIC DEVELOPMENT RIDER

ELIGIBILITY

Any customer who qualifies to take service under Service Classification No. 2*, 3, 9, 20*, 21, 22, or eligible customers taking service under Service Classification No. 25 and:

(A) who obtains a letter of intent dated before November 1, 2015 and adds at least 100 kW of separately metered load to the Company's system, or obtains a letter of intent dated on or after November 1, 2015 and adds at least 65 kW of separately metered load to the Company's system by (a) constructing a new building or eligible facility; or (b) purchasing or leasing an existing building that has been vacant for at least three months; or (c) expanding an existing building; and

(B) whose operations are classified by the North American Industry Classification System (1997 edition or supplements thereto) as Manufacturing (Sector 31-33), Wholesale Trade (Sector 42), Transportation and Warehousing (Sector 48-49), Information (Sector 51), Finance and Insurance (Sector 52), Real Estate, Rental and Leasing (Sector 53), Professional, Scientific and Technical Services (Sector 54), Management of Companies and Enterprises (Sector 55), Administrative Support, Waste Management and Remediation Services (Sector 56); and

(C) who applies for service hereunder prior to beginning construction of a new or expanded building or eligible facility, or prior to closing the purchase of or signing a lease for an existing building; and

(D) who qualifies for, receives, and provides the Company with suitable documentation substantiating the receipt of a comprehensive package of economic incentives conferred by the local municipality or state authorities and including substantial financial assistance or a substantial tax incentive program designed to maintain or increase employment levels in the service area; and

(E) who obtains an energy efficiency audit, performed by either NYSERDA or by an independent qualified energy efficiency firm under the Company's Small Business Direct Install or the Commercial & Industrial programs (this requirement applies only to customers who are purchasing or leasing an existing building).

shall be eligible to take service hereunder and to pay for such service at a discounted rate and in accordance with the provisions of Service Classification No. 2*, 3, 9, 20*, 21, 22, or 25. Service supplied hereunder shall not be used to supply any of the customer's existing operations.

GENERAL INFORMATION

13. SERVICE CLASSIFICATION RIDERS (Continued)

RIDER H

ECONOMIC DEVELOPMENT RIDER

ELECTRIC VEHICLE ("EV") QUICK CHARGING STATIONS

Rider H is available to owners of EV quick charging stations with a minimum aggregate charging capacity of 65 kW and a maximum aggregate demand of 500 kW. Stations must be newly constructed with no more than 10 kW of ancillary (non-EV charging) load. In addition, EV quick charging stations must be publicly accessible, such as stations located at: supermarkets, malls and retail outlets, train stations, hotels, restaurants, and parking garages and parking lots where the EV quick charging station is open to the general public and be used by a wide variety of users. Requirements (B), (D), (E) and the minimum metered demand requirement of "ELIGIBILITY" shall not apply. The requirement of "LETTER OF INTENT" that customer's metered demand meets or exceeds 65 kW in two consecutive months following issuance of such letter of intent shall not apply.

The Company will provide Economic Development Discounts to EV quick charging stations up to a maximum aggregate demand of 3 MW.

Eligible EV quick charging stations shall receive the Economic Development Discount from the date the customer commences service under this Rider through December 31, 2025.

EV quick charging stations shall be eligible for the Revenue Test for Facility Extensions.

APPENDIX F

PROGRAM DETAILS FOR ROCHESTER GAS AND ELECTRIC CORPORATION

Description:

RG&E proposes a program that will offer an annual incentive payment to customers operating an electric vehicle ("EV") direct current fast charging ("DCFC) station. The purpose of the incentive payment is to support DCFC while utilization is relatively low by offsetting electric delivery cost.

Time Frame:

A customer that installs a qualifying DCFC will be eligible for program participation from 2019 through 2025. The date of an approved application[27] will determine the program year incentive level for which the customer is eligible. For example, an application approved in 2019 will make that applicant eligible for the prescribed 2019 incentive level. Customers who qualify in 2019 will receive incentive payments annually for seven years, a customer that qualifies in 2020 will receive an incentive payment for six years, a customer that qualifies in 2021 will receive an incentive payment for five years, a customer that qualifies in 2022 will receive an incentive payment for four years, etc.

The incentive payment will be made annually with the first payment made after twelve months of billing has occurred.

The last year (2025) incentive level will be paid out after twelve months of billing has occurred.

[27] An application will be deemed approved once the customer has completed their application. Maintaining eligibility will be pursuant to timely payment of any monies for infrastructure upgrades, as applicable and achieving operation. Specifically, after RG&E completes a study to determine the magnitude of system upgrades, if any, which would be required to connect the new DCFC, and communicates the results to the applicant, the applicant will have sixty days to sign and remit payment for their Contribution in Aid of Construction ("CIAC"). Systems which do not submit their CIAC payment in timely fashion will, subject to RG&E's discretion, be removed from the program. Systems must become energized within one year of their CIAC payment to become eligible for incentive payments. Systems which do not achieve operational status within one year from the date of their CIAC payment may, subject to the discretion of RG&E, be removed from the program.

Incentive Structure:

Year of Customer Qualification	Maximum Annual Incentive Per Plug	Maximum Total Eligible Plugs	Maximum Incentive Payout	Total Maximum Per Plug Payout By Qualification Year
2019	$17,000	74	$1,258,000	$68,000
2020	$14,571	74	$1,078,254	$51,000
2021	$12,143	74	$898,571	$36,429
2022	$9,714	74	$718,857	$24,286
2023	$7,286	74	$539,143	$14,571
2024	$4,857	74	$359,429	$7,286
2025	$2,429	74	$179,714	$2,429
Total	$68,000		$5,032,000	

A maximum annual incentive per DCFC plug has been calculated based on modeling completed by the New York Power Authority. This modeling identified the expected annual cost difference between a DCFC on the RG&E demand rate versus a volumetric rate set at $0.055 per kWh.

RG&E will pay up to the maximum annual incentive for each plug at a DCFC station. The total station annual incentive payment shall not exceed the total delivery costs for the twelve-month billing period in which the incentive is being calculated ("delivery cost cap"). The difference between the maximum annual incentive and the capped incentive payment at delivery cost will be added to the maximum annual incentive for the following year for that particular customer through 2021. From 2021 to 2022 the roll over will be limited to $12,750. There will be no roll over allowed after 2022.

DCFC minimum station size for qualification in the program is 50 kW. DCFC stations 50 kW to less than 75 kW in size will receive 60% of the maximum annual incentive per plug, subject to the delivery cost cap. DCFC stations 75 kW and larger will receive the full maximum annual incentive per plug, subject to the delivery cost cap.

The DCFC station shall install a separate, dedicated meter. Ancillary load shall not exceed 10 kW.

The table above shows the maximum annual per plug incentive level by program year. The table also shows that maximum eligible plugs per year. The program will support up to 74 plugs. The table shows the maximum program expenditure in the column labeled "maximum incentive payout" using those percentages as the most aggressive case for program participation. Finally, the table shows the maximum incentive level that a customer could receive based on the year in which the qualified for the program.

Recovery Method:

The incremental costs for implementing the DCFC incentive program will be recovered through a class-specific Non-Bypassable Charge ("NBC").