

PSC No: 120 - Electricity  
New York State Electric & Gas Corporation  
Initial Effective Date: January 1, 2023  
Issued in Compliance with Order in Case No. 18-E-0138, dated July 14, 2022.

Leaf No. 2.2  
Revision: 5  
Superseding Revision: 4

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#### GENERAL INFORMATION

49. Electric Vehicle (“EV”) Make Ready Surcharge (“EV Surcharge”)

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

A. Programs

1. Utility-Owned Make-Ready Work  
The depreciation expense related to utility-owned make-ready costs, including work related to future-proofing Company infrastructure, and the return on the average unrecovered portion of such investment, net of deferred income taxes, shall be collected and amortized over the subsequent one-year period, including carrying charges at the Company’s pre-tax weighted average cost of capital.
2. Customer-Owned Make-Ready Work  
Incentives paid for customer-owned make-ready work, including carrying charges calculated at the Company’s currently authorized pre-tax cost of capital applied to the net-of-tax balances of such incentives and carrying charges, shall be recovered over a period of 15 years;
3. Make-Ready Implementation Costs  
Implementation costs inclusive of the Fleet Assessment Service, including carrying charges calculated at the Company’s currently authorized pre-tax cost of capital applied to the net-of-tax balances of such other costs and carrying charges, shall be recovered over a period of 5 years.
4. EV Managed Charging Program  
Costs associated with the EV Managed Charging Program (Rule 53), including carrying charges calculated at the Company’s currently authorized pre-tax cost of capital applied to the net-of-tax balances, shall be deferred to the end of each program year and recovered during the subsequent program year.
5. Other Programs  
This includes costs associated with the Environmental Justice Community Clean Vehicles Transformation Prize, Clean Personal Mobility Prize, Clean Medium- and Heavy- Duty Innovation Prize, and Medium- and Heavy- Duty Make-Ready Pilot Program. To the extent that costs in these programs are for utility-owned make-ready infrastructure, such costs shall be recovered consistent with Utility-Owned Make-Ready Work as noted in (a) above. Other costs of these programs, including carrying charges calculated at the Company’s currently authorized pre-tax cost of capital applied to the net-of-tax balances of such other costs and carrying charges, shall be recovered over a period of 15 years.

B. Applicability

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

C. Costs

1. Costs for the Electric Vehicle Make-Ready Programs shall be collected from all customers taking electric delivery service, except as provided in D. below, and allocated to service classifications based on delivery service revenues.

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Issued in Compliance with Order in Case No. 18-E-0138, dated July 14, 2022.

Leaf No. 117.59  
Revision: 6  
Superseding Revision: 4

#### GENERAL INFORMATION

49. Electric Vehicle (“EV”) Make Ready Surcharge (“EV Surcharge”)

C. Costs (Cont’d)

2. The EV Surcharge shall be determined by dividing applicable EV Make-Ready Costs by the forecasted billed kWh or kW demand, as applicable, for the collection period.
3. Recovery shall be on a per kWh basis for non-demand customers; on a per kW basis for demand-billed customers; and on a per As-Used basis for Standby customers.
4. The EV Surcharge collected from customers shall be subject to an annual reconciliation for any over or under collections from the previous year. The EV reconciliation over- or under-collections shall be credited or surcharged to customers.
5. Cost recovery shall be on an annual basis to be effective with the first billing batch in February, with the first program year ending December 31, 2020 and each subsequent program year comprising a successive annual term thereafter.

D. Exceptions

A customer that qualifies for the Excelsior Jobs Program as provided in Rule 32.A is exempt from paying the EV Surcharge.

E. Billing and Filing of Statement

1. The EV Surcharge shall be included in the Transition Charge on customer bills.
2. An Electric Vehicle Statement (“EVMR”) setting forth the EV Surcharge rates shall be filed with the Public Service Commission on not less than 15-days’ notice to be effective February 1. Such statement can be found at the end of this Schedule (P.S.C. No. 120 – Electricity).

## GENERAL INFORMATION

### 53. EV Managed Charging Program

#### A. Eligibility:

1. A residential customer, as defined by HEFPA, taking service under Service Classification No. 1 who owns or leases a plug-in hybrid or battery electric vehicle may be eligible for this program subject to the program requirements in the EV Managed Charging Implementation Plan posted on the Company's website.
2. A customer must participate in the program for a minimum of 12-months to be eligible for the enrollment and participation incentives described in Rule 53.B below.
3. Eligible customers may participate in this program through December 31, 2025.

#### B. Program Tiers and Incentives:

##### 1. Baseline Tier:

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

##### 2. Advanced Tier:

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

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

#### C. Cost Recovery:

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