GENERAL INFORMATION

31. Electric Vehicle Phase-In Rate

A. Eligibility

A customer served under Service Classification Nos. 2, 3 or 7 that installs and operates electric vehicle charging equipment may apply and qualify for the Electric Vehicle Phase-In Rate ("EV Phase-In Rate") subject to the following conditions:

i. A customer operating electric vehicle charging equipment must have a Charging Ratio of 50 percent or greater in order to be eligible to take service under the EV Phase-In Rate.
   a) Charging Ratio is defined as the ratio of the sum of the EV charging nameplate capacity in kW to the sum of the customer's maximum simultaneous demand of all onsite load in kW, including electric vehicle charging load.
      1. The maximum simultaneous demand of all load (in kW) onsite will be determined from the most recent Electrical Load Form on the account. The Electrical Load Form provides the customer's anticipated on-site load from all electrical equipment sources and is general submitted by a customer when requesting new or upgraded electric service.
      2. The Company may request an updated Electrical Load Form at any point in time that is subsequent to the customer's interconnection of the electric vehicle charging equipment for the purposes of determining eligibility.
      3. The Charging Ratio shall be determined at the time of application and shall remain the Charging Ratio until such time that the customer provides a new Electrical Load Form if adding or removing load.
      4. The Company reserves the right to re-evaluate the Charging Ratio and eligibility subsequent to application for, or a change in electric service.
      5. For a customer that chooses to separately meter their EV charging load, the Charging Ratio shall be equal to 100 percent.

ii. A customer operating electric vehicle charging with an Annual Load Factor greater than 25 percent is not eligible to enroll in the EV Phase-In Rate.

iii. A customer that receives an allocation of power from NYPA pursuant to the ReCharge NY program or Western NY program is eligible to elect the EV Phase-In Rate.

iv. A customer currently enrolled in the Excelsior Jobs Program pursuant to Rule 32 of this Schedule is ineligible for the EV Phase-In Rate.

v. A customer currently participating in the Company's Per-Plug Incentive ("PPI") Program is ineligible for the EV Phase-In Rate.
   a) A customer participating in the Company's PPI Program shall have a one-time option to either continue participating in the PPI Program for the remainder of the Customer's eligibility period or take service under the EV Phase-In Rate.

vi. An AMI meter capable of interval billing must be installed prior to enrollment in the EV Phase-In Rate.

GENERAL INFORMATION

31. Electric Vehicle Phase-In Rate (Cont'd)

B. Billing and Enrollment

i. An eligible customer shall notify the Company of their intent to enroll in the EV Phase-In Rate.
   a) Enrollment shall take effect during the customer's following billing cycle.
   b) A customer participating the EV Demand Charge Rebate Program (Rule 54) will not be automatically enrolled in the EV Phase-In Rate once the EV Demand Charge Rebate is no longer available to customers (Rule 54.D).

ii. A customer currently served under the EV Phase-In Rate that elects to opt-out shall not be eligible to re-enroll in the EV Phase-In Rate unless a customer can demonstrate to the Company that there has been additional electric vehicle charging infrastructure installed.

iii. A customer served under the EV Phase-In Rate shall be subject to all other rates, charges, terms, and conditions of their otherwise applicable service class.
   a) In lieu of the demand charges specified in the customers otherwise applicable service class, a customer shall be subject to the charges specified below in Rule 31.C.

C. Demand (kW) and Energy (kWh) Delivery Charges

Customers shall be subject to the rates below based on their otherwise applicable service class. Demand Charges shall be calculated in accordance with the Determination of Demand section in the customer's otherwise applicable service class.

Tier 1: Customers with an Annual Load Factor ≤ 10 percent

	On-Peak Energy Charge (per kWh)	**Off-Peak Energy Charge (per kWh)**	**Super-Peak Energy Charge (per kWh)**
Service Classification No. 2	$0.07498	$0.03749	$0.11247
Service Classification No. 3	$0.05199	$0.02600	$0.07799
Service Classification No. 7-1	$0.04560	$0.02280	$0.06840
Service Classification No. 7-2	$0.03768	$0.01884	$0.05653
Service Classification No. 7-3	$0.01050	$0.00525	$0.01575
Service Classification No. 7-4	$0.00368	$0.00184	$0.00552

Tier 2: Customers with an Annual Load Factor > 10 percent and ≤ 15 percent

	On-Peak Energy Charge (per kWh)	**Off-Peak Energy Charge (per kWh)**	**Super-Peak Energy Charge (per kWh)**	**Demand Charge (All kW, per kW)**
Service Classification No. 2	$0.05624	$0.02812	$0.08435	$4.51
Service Classification No. 3	$0.03899	$0.01950	$0.05849	$3.54
Service Classification No. 7-1	$0.03420	$0.01710	$0.05130	$3.64
Service Classification No. 7-2	$0.02826	$0.01413	$0.04239	$3.44
Service Classification No. 7-3	$0.00788	$0.00394	$0.01181	$0.93
Service Classification No. 7-4	$0.00276	$0.00138	$0.00414	$0.52

GENERAL INFORMATION

31. Electric Vehicle Phase-In Rate (Cont'd)

C. Demand (kW) and Energy (kWh) Delivery Charges (Cont'd)

Tier 3: Customers with an Annual Load Factor > 15 percent and ≤ 20 percent

	On-Peak Energy Charge (per kWh)	**Off-Peak Energy Charge (per kWh)**	**Super-Peak Energy Charge (per kWh)**	**Demand Charge (All kW, per kW)**
Service Classification No. 2	$0.03749	$0.01875	$0.05624	$9.02
Service Classification No. 3	$0.02600	$0.01300	$0.03899	$7.09
Service Classification No. 7-1	$0.02280	$0.01140	$0.03420	$7.28
Service Classification No. 7-2	$0.01884	$0.00942	$0.02826	$6.88
Service Classification No. 7-3	$0.00525	$0.00263	$0.00788	$1.86
Service Classification No. 7-4	$0.00184	$0.00092	$0.00276	$1.03

Tier 4: Customers with an Annual Load Factor > 20 percent and < 25 percent

	On-Peak Energy Charge (per kWh)	**Off-Peak Energy Charge (per kWh)**	**Super-Peak Energy Charge (per kWh)**	**Demand Charge (All kW, per kW)**
Service Classification No. 2	$0.01875	$0.00937	$0.02812	$13.53
Service Classification No. 3	$0.01300	$0.00650	$0.01950	$10.63
Service Classification No. 7-1	$0.01140	$0.00570	$0.01710	$10.91
Service Classification No. 7-2	$0.00942	$0.00471	$0.01413	$10.32
Service Classification No. 7-3	$0.00263	$0.00131	$0.00394	$2.79
Service Classification No. 7-4	$0.00092	$0.00046	$0.00138	$1.55

Customers with an Annual Load Factor > 25 percent

A customer with an Annual Load Factor of 25 percent or greater shall pay the delivery charges as specified in the otherwise applicable service class until such time that the Annual Load Factor is less than 25 percent.

To the extent that the load factor of a participant in the EV Phase-In Rate exceeds 25 percent for four consecutive measurement periods (a two-year period), that customer shall no longer be eligible for participation in the EV Phase-In Rate. A customer may have the ability to opt back into the program if they can demonstrate to the Company that there has been additional electric vehicle charging infrastructure installed.

GENERAL INFORMATION

31. Electric Vehicle Phase-In Rate (Cont'd)

D. Rate Periods

Summer (June through September):
- **Off-Peak**: Hour beginning 11:00 PM through Hour Beginning 6:00 AM
- **On-Peak**: Hour beginning 7:00 AM through Hour Beginning 1:00 PM
- **Super-Peak**: Hour beginning 2:00 PM through Hour Beginning 5:00 PM
- **On-Peak**: Hour beginning 6:00 PM through Hour Beginning 10:00 PM

Winter (December through February):
- **Off-Peak**: Hour beginning 11:00 PM through Hour Beginning 6:00 AM
- **On-Peak**: Hour beginning 7:00 AM through Hour Beginning 4:00 PM
- **Super-Peak**: Hour beginning 5:00 PM through Hour Beginning 8:00 PM
- **On-Peak**: Hour beginning 9:00 PM through Hour Beginning 10:00 PM

Off Season (March through May, October, and November):
- **Off-Peak**: Hour beginning 11:00 PM through Hour Beginning 6:00 AM
- **On-Peak**: Hour beginning 7:00 AM through Hour Beginning 10:00 PM

All hours on weekends and the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day; shall all be considered as **Off-Peak.**

E. Increase in Rates and Charges

The rates under the EV Phase-In Rate shall be increased by a surcharge pursuant to Section 6 of this Schedule to reflect the tax rates applicable within the municipality where the customer takes service.

GENERAL INFORMATION

31. Electric Vehicle Phase-In Rate (Cont'd)

F. Semi-Annual Load Factor Review

The Company shall calculate an annual load factor that will determine the applicable rate phase that will apply to the customer twice per year. The Winter Annual Load Factor calculation will be set based on a customer's load data from the prior period of January 1 – December 31 and such load factor will be used to determine the effective rate phase that is applicable to the customer's bill for such bill having a "from" date on or after March 1. The Summer Annual Load Factor calculation will be set based on a customer's load data from the period July 1 – June 30 and such load factor will be used to determine the effective rate phase that is applicable to the Customer's bill for such bill having a "from" date on or after September 1. The Winter Annual Load Factor and Summer Annual Load Factor will be calculated as follows:

For customers with EV Charging Load and Other On-Site Load
Determining the load factor for the 12-month period by taking the ratio of the kWh usage during the 12-month period to the maximum demand during that 12-month period times the number of hours in the 12-month period.

For customers with EV Charging Load Only
Determining the load factor for the 12-month period by taking the ratio of the kWh usage during the 12-month period to the sum of the installed EV kW charging capacity times the number of hours in the 12-month period.

For a customer enrolling in the EV Phase-In Rate that does not have 12-months of load data, the customer shall be placed in Tier 1 until such time that at least six months of load data is available for use in calculating the Winter Annual Load Factor or the Summer Annual Load Factor for determination of the appropriate phased rate. For such customer, the definitions for the calculation of the load factor in above shall be amended to calculate the load factor for a 6-month period until such time that the Winter Annual Load Factor or Summer Annual Load Factor can be calculated with 12-months of load data.

GENERAL INFORMATION

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