



December 2, 2022

VIA ELECTRONIC FILING

Honorable Michelle L. Phillips
Secretary to the Commission
New York State 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 and Infrastructure.

Dear Secretary Phillips:

In compliance with Ordering Clause No. 14 of the Public Service Commission’s Order Approving Managed Charging Programs with Modifications (the “Order”) in the above referenced proceeding, issued and effective July 14, 2022, New York State Electric & Gas Corporation (“NYSEG”) and Rochester Gas and Electric Corporation (“RG&E”), (together the “Companies”), hereby file the following tariff leaves to become effective on January 1, 2023.

New York State Electric & Gas Corporation

P.S.C. No. 120 – Schedule for Electric Service

- Leaf No. 2.2, Revision 5
- Leaf No. 117.58, Revision 6
- Leaf No. 117.59, Revision 6
- Leaf No. 117.65, Revision 0

Rochester Gas and Electric Corporation

P.S.C. No. 19 – Schedule for Electric Service

- Leaf No. 2.0, Revision 5
- Leaf No. 4.4, Revision 2
- Leaf No. 160.42, Revision 4
- Leaf No. 160.42.1, Revision 0
- Leaf No. 160.49, Revision 0

Purpose of Filing

The Companies are filing amendments to their respective electric tariffs in compliance with Ordering Clause No. 14 of the Order to implement the EV Managed Charging Program (the “Program”) as approved, with modifications, in the Order and associated cost recovery. The Companies are proposing to add a new section to their respective electric tariffs titled the “EV Managed Charging Program” to provide general information regarding the Program.

Specific information on the Program was filed in the New York Electric Vehicle Residential Managed Charging Program – Implementation Plan on September 30, 2022, in the above referenced proceeding.

The Companies are proposing to recover all costs associated with the Program through the existing EV Make-Ready Surcharge. While the Order specifies that enrollment and implementation costs are to be recovered through the EV Make-Ready Surcharge¹, the Order provided some flexibility in how the Companies could implement cost recovery for the participation incentives².

Consistent with other EV-related programs, the Companies are proposing to collect costs associated with the participation incentives through the EV Make-Ready Surcharge. This would allow the Companies to collect the costs from the service classifications that are eligible to participate in the Program. The EV Make Ready Surcharge is a better mechanism to collect the costs for the participation incentives than the Revenue Decoupling Mechanism (“RDM”) or a supply reconciliation mechanism. The Companies propose the use of the EV Make-Ready Surcharge in lieu of the RDM because it keeps the base delivery revenues and targets intact, and is a better methodology for reconciling the incentives. The only existing approved “supply reconciliation mechanism” in each Company’s respective electric tariff is the Supply Adjustment Charge (“SAC”) component of the Commodity Charge. The SAC component of the Commodity charge is not broken up by individual service classes³, and if the Companies were to use the SAC, recovery of costs would result in costs shifts to customers that are not eligible to participate in the Program. The EV Make-Ready Surcharge provides for simplicity and transparency, and the ability to recover the costs from the service classes that are eligible to participate.

Newspaper Publication

In accordance with Ordering Clause No. 37, the requirements of Public Service Law §66(12)(b) and 16 NYCRR §720-8.1 are waived.

If there are any questions concerning this filing, please call Mike Seeley at (607)222-6562 or me at (607)644-8773.

Respectfully submitted,



Lori A. Cole
Manager – Regulatory & Tariffs
Rates & Regulatory Economics

Enclosures

¹ pg. 50 (the “Order”)

² pp. 51-52 (the “Order”) *“Since participation incentives are to be cost-based and are to be implemented through tariffs, recovery for these costs is to be funded through existing delivery and supply rate reconciliation mechanisms, as appropriate.”*

³ P.S.C. No. 120 – Leaf Nos. 117.9.1, 117.10, 117.11, 117.11.1, 117.11.2

P.S.C. No. 19 – Leaf Nos. 160.26.1.1, 160.26.2, 160.26.3, 160.26.3.1