

GENERAL INFORMATION

33. 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-taxed 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 37), 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. Electric Vehicle Demand Charge Rebate

Rebates paid to customers under the Electric Vehicle Demand Charge Rebate (Rule 38), 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.

6. 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, Medium- and Heavy- Duty Make-Ready Pilot Program and Transit Authority Make-Ready Program, and Micromobility Make-Ready 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, 4, 7, 8, 9, 10, 11 and 14, whether receiving electricity supply from the Company or an ESCO.

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Rochester Gas and Electric Corporation
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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.
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.

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C. Costs (Cont'd)

4. The EV Surcharge collected from customers will be subject to an annual reconciliation for any over or under collections from the previous year. The EV reconciliation over- or under-collections will be credited or surcharged to customers.
5. Cost recovery will 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 4.L.3 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. 19 – Electricity).

34. New York Power Authority ("NYPA") Program to Contribute to Existing Economic Development Customers and Serve New Governmental Entities

A. Pursuant to Public Authorities Law ("PAL") § 1005, Subsection 27, NYPA is authorized to address the energy related needs of the following types of customers as defined within PAL§ 1005, Subsection 27.

B. To address the customer's energy needs, NYPA may:

- a. supply power and energy procured from competitive market sources; or
- b. supply renewable power, energy, or related credits or attributes procured through a competitive process, from competitive market sources, or through negotiation when a competitive procurement is not reasonably feasible and such products can be procured on reasonably competitive terms

C. NYPA not authorized to act as a CCA Administrator.

D. A customer that elects to participate in this Program shall be subject to the Delivery Charges listed within the customer's Service Classification, the Revenue Decoupling Mechanism Adjustment Charge, the Transition Charge (Non-Bypassable Charge ["NBC"]), and the Rate Adjustment Mechanism Surcharge.

E. Surcharges:

The System Benefits Charge and Clean Energy Standard Surcharge apply to electricity supplied under this Program.

F. Supply

Customers who take service under this Program shall have their electric power supplied by NYPA pursuant to the customer's contract with NYPA; however, NYPA shall provide all of the customer's electric power supply if the customer elects the ESCO Supply Service (*i.e.*, load shall not be split between NYPA and an ESCO). If a customer chooses to no longer take service under this Rule, the customer may choose to take their electric power supply from: (a) an ESCO or become a Direct Customer; or (b) the Company in accordance with the rates and charges contained in the service classification under which the customer takes service. Customers taking service under this Rule are not subject to the Supply Charge and the Merchant Function Charge.