

## GENERAL INFORMATION

### 38. Electric Vehicle Demand Charge Rebate

#### A. Eligibility

A customer served under Service Classification Nos. 3, 7, 8 or 9 that installs and operates electric vehicle charging equipment may apply and qualify for the Electric Vehicle (“EV”) Demand Charge Rebate 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 for the EV Demand Charge Rebate.
  - a. For a customer that chooses to separately meter their EV charging load, the Charging Ratio shall be equal to 100 percent.
- ii. A customer currently enrolled in the Excelsior Jobs Program pursuant to Rule 4.L.3 of this Schedule is ineligible for the EV Demand Charge Rebate.
- iii. A customer currently participating in the Company’s Per-Plug Incentive (“PPI”) Program is ineligible for the EV Demand Charge Rebate.
  - 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 to receive the EV Demand Charge Rebate.

#### B. Rebate Determination and Issuance

- i. 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.
  - a. 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.
  - b. 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.
  - c. 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.
  - d. The Company reserves the right to re-evaluate the Charging Ratio and eligibility subsequent to application for, or a change in electric service.
  - e. The calculation of the Demand Charge Rebate shall not include delivery surcharges, supply charges, supply surcharges, or any other demand-measured charges included on a customer’s bill.
- ii. For a customer with a Charging Ratio of 50 percent or greater, the Rebate will be calculated for each billing period by taking the billed Demand Charge times the Charging Ratio times 50 percent.
- iii. The Rebate shall be issued separately from the customer’s bill on a quarterly basis.

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#### C. Cost Recovery

- i. Rebates paid to customers shall be recovered through the EV Make-Ready Surcharge (Rule 33) and shall be allocated among service classifications using the transmission and distribution revenue allocator as set forth in the Commission's Order dated January 19, 2023, issued under Case 22-E-0236.
- D. Beginning October 17, 2025, this Rule shall no longer be available to new customers and a customer receiving rebate payments under this Rule that has elected to participate in the Electric Vehicle Phase-In Rate (Rule 19) shall continue to receive the Demand Charge Rebate until the first monthly billing period in which the customer is billed the Electric Vehicle Phase-In Rate.
  - i. A customer receiving rebate payments under this Rule that has not responded to the Company's outreach regarding the Electric Vehicle Phase-In Rate (Rule 19) shall be eligible to continue receiving rebate payments until December 16, 2025, at which point this Rule shall no longer be available to any customers.

ISSUED BY: Lindsey N. Overton Orietas, Vice President - Regulatory, Rochester, New York