RG&E
An Avangrid company

EV Phase-In Rate Guide

February 10, 2026

Questions? Contact us at evprograms@rge.com

RG&E
An Avangrid company

Table of Contents

RG&E
An Avangrid company

1. Introduction

a) What is the EV Phase-In Rate?

The Electric Vehicle Phase-In Rate (EV PIR) is a commercial electric rate available to help offset demand charges. EV PIR is available on electric accounts with EV charging that are on a demand rate (SC 3, 7, 8) with certain load factors.

b) Why enroll in the EV Phase-In Rate?

The EV PIR helps customers manage demand charges as they build up EV charging usage at their site. Medium-to-large commercial customers are often billed on demand rates where the largest bill component is the often the Distribution Delivery Demand Charge, which is based on peak demand (kW) in the billing period. New EV charging sites may have a low load factor, meaning they have high demand (kW) during the billing period but don't experience that demand very often. This can lead to higher costs relative to the amount of energy (kWh) used. The EV Phase-In Rate is designed to offer cost relief for customers as they grow their EV charger use over time. The EV Phase-In Rate utilizes four Demand Charge tiers based on load factor where customers will gradually move from mostly time-of-use energy charges to fully demand-based charges for their Distribution Delivery Demand Charge. The other components of the bill retain the same structure as all other rates.

c) What is a Demand Charge?

The distribution delivery charges on an electric bill are designed to recover the utility's transmission and distribution costs (amongst other costs). The demand on a customer bill uses the customer's highest (peak) measured demand over any 15-minute interval during the billing period. The demand charge rate is displayed as dollars per kW ($/kW) and is multiplied by the measured demand for the period to get the distribution delivery demand charge. Demand charge components change from month to month. The demand charge rate varies based on variations in the utility's distribution costs, and the peak demand can change dramatically for a customer site depending on the peak power demand of the EV chargers on site and/or other site loads during that month. This can lead to variation in a customer's total electricity costs from month to month or season to season.

d) How to apply

Fill out the application to apply.

2. Eligibility

To be eligible for the EV Phase-In Rate, the customer must be:

- A commercial electric customer of Rochester Gas and Electric Corporation in New York State
- Being billed on a demand-based rate (SC 3, 7, 8)
- Customer must have on-site EV charging, with a charging ratio of 50% or greater
    - Charging Ratio: Fraction of max site load that is EV Charging

    Charging Ratio = Nameplate kW of chargers or load management limit / Nameplate kW of all onsite equipment or load limit

3. Meters

To participate in the EV Phase-In Rate the electric service associated with the account must have an AMI meter that can measure both demand and interval energy usage. If needed, the meter change will be scheduled as part of the EV PIR application and enrollment process. Note that meter change outs can take roughly four to six weeks to complete.

4. EV Phase-In Rate Impact to Bill

The EV Phase-In Rate will only change the Demand line item of the Delivery Services section of the bill. The Customer Charge, relevant delivery surcharges, tax rate, Supply Services[1], and Other Charges will all be unchanged from the otherwise-applicable service rate.

In the EV Phase-In Rate, the Demand Charge will be replaced with a combination of a Demand Charge and a Time-Of-Use (TOU) Energy Charge.

a. Demand Charge under EV Phase-In Rate

- Demand Charge will be calculated like a standard demand charge, as a rate ($/kW) multiplied by the peak demand (kW) measured during the billing period.
- EV PIR customers on Tier 1 will have no demand charge, and EV PIR customers on Tiers 2, 3, and 4 will have a demand charge that is reduced from their standard applicable rate (SC 3, 7, 8)

b. Time-Of-Use Energy Charge under EV Phase-In Rate

- The time-of-use energy charge is applied, in $/kWh, and varies throughout the day and week.
- The time-of-use energy charge will be calculated as a rate ($/kWh) multiplied by the energy used (kWh) during the rate's time period.

c. Time-Of-Use Periods

- The rates during super-peak are the highest, followed by on-peak and off-peak rates. Moving energy usage to off-peak hours can provide savings for a customer.

As the demand charge rates increase for higher tiers, the time-of-use energy charge rates will be correspondingly reduced (see rate tables at the end of the document).

Table 1: EV PIR Time-of-Use Framework

Rate Time Period	Summer (June through September)	Off-Season (October through May)
On-Peak	7 a.m. to 1 p.m. on weekdays 6 p.m. to 10 p.m. on weekdays	7 a.m. to 10 p.m. on weekdays
Off-Peak	11 p.m. to 6 a.m. on weekdays, all weekends and holidays	11 p.m. to 6 a.m. on weekdays, all weekends and holidays
Super-Peak	2 p.m. to 5 p.m. on weekdays	N/A

Holidays are Off-Peak and defined as:
New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.

---

[1] Depending on a customer's service classification and electricity rate, Supply Services may also be an hourly rate. The EV Phase-In Rate does not change this volumetric Supply Services charge.

5. EV PIR Tier Calculation

Accounts enrolled in the EV PIR will be assigned to a Tier based on their Load Factor as shown in table 2, below. The Company reviews customer load factors **twice per year** to determine the applicable rate phase.

- **Winter Load Factor:** Based on usage from **January 1–December 31** and applied to bills with a "from" date on or after **March 1**.
- **Summer Load Factor:** Based on usage from **July 1–June 30** and applied to bills with a "from" date on or after **September 1**.

Load Factor Calculations

- **EV Charging + Other On-Site Load:** Total kWh ÷ (maximum demand × total hours in the period)
- **EV Charging Only:** Total kWh ÷ (installed EV charging kW × total hours in the period)

New EV Phase-In Customers

Customers without sufficient load history will be placed in **Tier 1** until at least **six months of data** is available. Load factors will be calculated using six months of data until a full 12-month calculation can be completed.

Table 2: EV PIR Tiers

Tier	Load Factor
Tier 1	≤10%
Tier 2	>10% and ≤15%
Tier 3	>15% and ≤20%
Tier 4	>20% and ≤25%

a. How to Estimate Demand Tier

Customers may want to estimate how the EV PIR may impact their specific bill. If available, use historical usage and the design of the additional EV charging site design load. If creating a new EV charging site, use the site design to determine the denominator. For the numerator, use a forecast for the number of charging sessions in the time period with an estimate of the energy per charging session. Previous Rochester Gas and Electric Corporation data suggests an appropriate average charging session across many use cases can be between 30 and 50 kWh per session for passenger vehicle charging and can be significantly higher for larger fleet vehicles.

6. Rate Tables

Below is a table of sample rates to compare the differences between charges on a general service rate and the EV Phase-In Rate. Other than the Demand Charge Line Item, all other components of the bill are unchanged and applied as if the account was in the normally applicable general service class (SC 3, 7, 8).

The tables below are as of October, 2025. These rates apply only to the Demand Charge Line in the example bill – the other components of the bill (the Customer Charge, relevant delivery surcharges, tax rate, Supply Services, and Other Charges) are not shown below and vary from month to month.

* The rates below are illustrative only.

Service Classification No. 3 – General Service (100 kW Minimum) *

EV Phase-In Rate

Charge	Tier 1	Tier 2	Tier 3	Tier 4
Demand (per kW)	$–	$6.57	$13.14	$19.70
On-Peak Energy (per kWh)	$0.04240	$0.03660	$0.04240	$0.02120
Off-Peak Energy (per kWh)	$0.04653	$0.03489	$0.02210	$0.01060
Super-Peak Energy (per kWh)	$0.13958	$0.10642	$0.10669	$0.05349

RG&E
An Avangrid company

Service Classification No. 7 – General Service (12 kW Minimum) *

EV Phase-In Rate

Charge	Tier 1	Tier 2	Tier 3	Tier 4
Demand (per kW)	$–	$6.42	$12.84	$19.25
On-Peak Energy (per kWh)	$0.04305	$0.03489	$0.04240	$0.02326
Off-Peak Energy (per kWh)	$0.03165	$0.02373	$0.01583	$0.01163
Super-Peak Energy (per kWh)	$0.09496	$0.07124	$0.07124	$0.03849

Service Classification No. 8 – Large General Service (Time-of-Use) *

EV Phase-In Rate

Charge	Tier 1	Tier 2	Tier 3	Tier 4
Demand (per kW)	$–	$5.36	$10.72	$16.08
On-Peak Energy (per kWh)	$0.03666	$0.02858	$0.03666	$0.01443
Off-Peak Energy (per kWh)	$0.02566	$0.01700	$0.01143	$0.00721
Super-Peak Energy (per kWh)	$0.08348	$0.05406	$0.05406	$0.03185