



Consolidated Edison Company
of New York, Inc.
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January 18, 2024

Honorable Michelle L. Phillips
Secretary to the Commission
New York State Public Service Commission
Empire State Plaza
Agency Building 3
Albany, New York 12223-1350

**RE: Case 22-E-0236, Proceeding to Establish Alternatives to Traditional
Demand-Based Rate Structures for Commercial Electric Vehicle
Charging**

Dear Secretary Phillips:

Consolidated Edison Company of New York, Inc. (“Con Edison” or the “Company”) is filing with the Public Service Commission (the “Commission”) amendments to its Schedule for Electricity Service, P.S.C. No. 10 – Electricity (the “Electric Tariff”), applicable to its customers in the City of New York and the County of Westchester. The Company is also filing amendments to its Schedule for PASNY Delivery Service, P.S.C. No. 12 – Electricity (the “PASNY Tariff”),¹ applicable to delivery by the Company of power and associated energy to Authority Public Customers under the PASNY Tariff.

The revised Electric and PASNY Tariff leaves identified below are filed to become effective on January 19, 2024:

Electric Tariff:

<u>Leaf No.</u>	<u>Revision No.</u>	<u>Superseding No.</u>
3	11	10
7	11	10
93	4	3
94	4	3

¹ This schedule is also titled, “Delivery Service Rate Schedule Implementing and Part of the Service Agreement Between the Power Authority of the State of New York (“PASNY” or “NYPA”) and Consolidated Edison Company of New York, Inc. (the “Company”), dated March 10, 1989, for the Delivery by the Company of Power and Associated Energy to Authority Public Customers.”

<u>Leaf No.</u>	<u>Revision No.</u>	<u>Superseding No.</u>
95	13	12
95.1	0	
162	15	14
162.0.1	1	0
193	7	5
195	7	5
196	7	5
197	6	4
198	11	10
200	8	6
202	5	4
359	16	15
359.1	4	3

PASNY Tariff:

<u>Leaf No.</u>	<u>Revision No.</u>	<u>Superseding No.</u>
26.4	9	8

Reason for Filing

This filing is being made pursuant to the Commission's *Order Implementing Immediate Solutions Programs*, issued and effective November 20, 2023, in Case 22-E-0236 (the "Order"). The Order directed the Company to file tariff amendments consistent with the draft tariff leaves submitted in the Company's March 20, 2023 Implementation Plan.

Tariff Changes

The Company has made the following changes to the Electric and PASNY Tariffs:

- The Company has added General Rule 10.13, Public DCFC Demand Charge Rebate, to the Electric Tariff. In addition to adding this new section to the Table of Contents, the following provisions have been added under General Rule 10.13.²
 - A Demand Charge Rebate ("Rebate") will be available to qualifying demand billed Customers with Public DCFC Sites served under Service Classification ("SC") 8 Rate I, II or III, SC 9 Rate I, II or III, SC 12 Rate I, II, or III billed for both energy and demand, SC 13 Rate I, or otherwise applicable Customers served under Rate I or II of the PASNY Tariff.

² The Company has also included housekeeping changes to reorder General Rules 10.11 and 10.12, which were inadvertently comingled in a prior filing.

- The Rebate is not available to Customers billed under Standby Service rates and Customers taking service under Rider J – Business Incentive Rate, SC No. 9, Special Provision G, Recharge New York (“RNY”), or SC No. 9, Special Provision H, Excelsior Jobs Program (“EJP”) since: (1) the Order specifically addresses providing alternatives to traditional demand rates; and (2) Rider J, RNY, and EJP already provide some form of discount.
- To be eligible for the Rebate, a Customer with a Public DCFC Site is required to have a Charging Ratio of 50 percent or greater.
- For Customers that separately meter their EV load, the Charging Ratio is assumed to be 100 percent. For Customers that do not separately meter their EV load, the Charging Ratio will be calculated as the ratio of the (i) the sum of the EV charging capacity in kW³ to (ii) the sum of the maximum kW demands of all loads that could occur simultaneously on the Customer’s account.⁴
- The Rebate will be determined for each billing period as the product of: (i) the billed Demand Delivery Charges;⁵ (ii) the Charging Ratio; and (iii) 50 percent. The Rebate will be issued separately from the Customer’s bill.
- Customers participating in the Company’s DCFC per-plug incentive (“PPI”) program will have a one-time option to either continue participating in the PPI Program for the remainder of the Customer’s eligibility period or to begin receiving the Rebate.
- The Rebate will remain available to eligible Customers until such time as the EV Phase-In Rate Solution described in the Order is made available to Customers.
- The Company has eliminated the tariff references to the EV Quick Charging Station Program to reflect its proposed termination.
- The Company has amended General Rule 20.3 – Customers Exempt from Standby Service Rates to provide an exemption from being billed under Standby Service Rates to customers who install Electric Energy Storage to help manage the demand of EV charging load, with the Electric Energy Storage having inverter capability greater than 1 MW and less than or equal to the sum of nameplate EV charging capability

³ The sum of the EV charging capacity in kW will be the lesser of the sum of the nameplate charging capacity of each charger and the maximum simultaneous charging capacity, to the extent that there is a difference between the two.

⁴ The sum of the maximum kW demands will be established based on the Customer’s load letter submitted at the time of Customer’s application for service, or further updated based on the Customer either submitting a new load letter or based on a reevaluation of the Charging Ratio and program eligibility by the Company subsequent to the application for service.

⁵ No Rebates will be calculated on surcharges or supply charges that are billed on a per kW of demand basis.

(provided that such installations meet all other applicable interconnection and Standby Service requirements).

- Costs for the Commercial Managed Charging Program (“CMCP”) and the Rebate Program, including recovery of any incentive paid to Customers, will be allocated between Customers served under the Electric Tariff and the PASNY Tariff. The Company has added cost recovery provisions to General Rule 26.10 – EV Make-Ready Surcharge of the Electric Tariff and to the Additional Delivery Charges and Adjustments – Electric Vehicle Make Ready (“EVMR”) Surcharge section of the PASNY Tariff. As proposed by the Company, CMCP and Rebate Program costs shall include carrying charges at the pre-tax weighted average cost of capital and such costs will be collected commencing every February 1, over a one-year period.

Conclusion and Notice

As directed by Ordering Clause 4 of the Order, the Company is filing changes to the Electric Tariff and PASNY Tariff on not less than one day’s notice to become effective on January 19, 2024. Pursuant to Ordering Clause 12 of the Order, the Commission waived the requirement for newspaper publication of these changes.

Questions regarding this filing can be directed to Ricky Joe at (212) 460-4995.

Sincerely,

/s/ William A. Atzl, Jr.
Director
Rate Engineering Department