Understanding and Choosing the Best Rate Option for Your EV Charging Station

May 27, 2021

conEdison

Agenda

- Introduction
- Components of the Bill
- Rate Options
  - Service Classification 9 (SC 9) Rate Options
  - SC 9 Rate I, Rate III and Standby Demand Charge Calculation Illustration
- Other Rate and Operating Incentives Offering
  - Business Incentive Rate (BIR)
  - Per Plug Incentive (PPI)
- Q&A

Components of the Bill

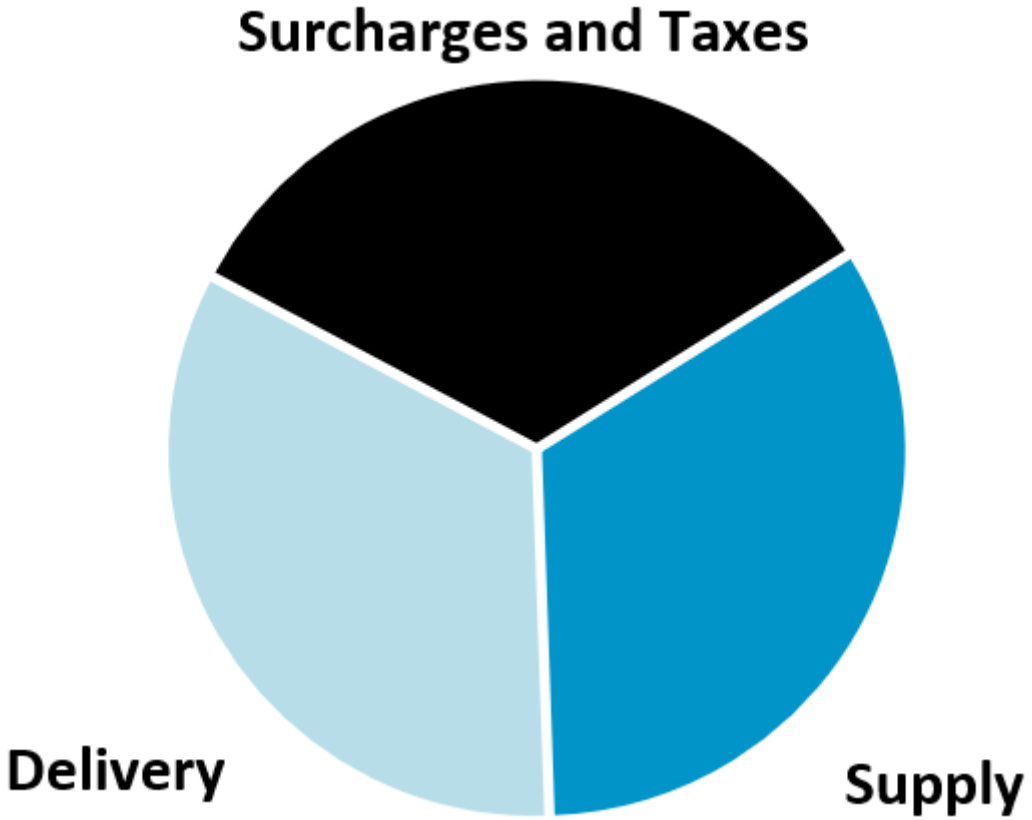
Components of the Bill

Delivery rates are approved by state regulatory agencies. This revenue lets us maintain and upgrade our electric distribution system and keep our service safe and reliable.

Delivery Components May Include:

- Demand Delivery ($/kW)
- Energy Delivery ($/kWh)
- Contract Demand Delivery ($/kW)
- Daily As-Used Demand Delivery ($/kW)
- Monthly Customer Charge

The maximum demand is the highest 30-minute demand occurring during the billing period.

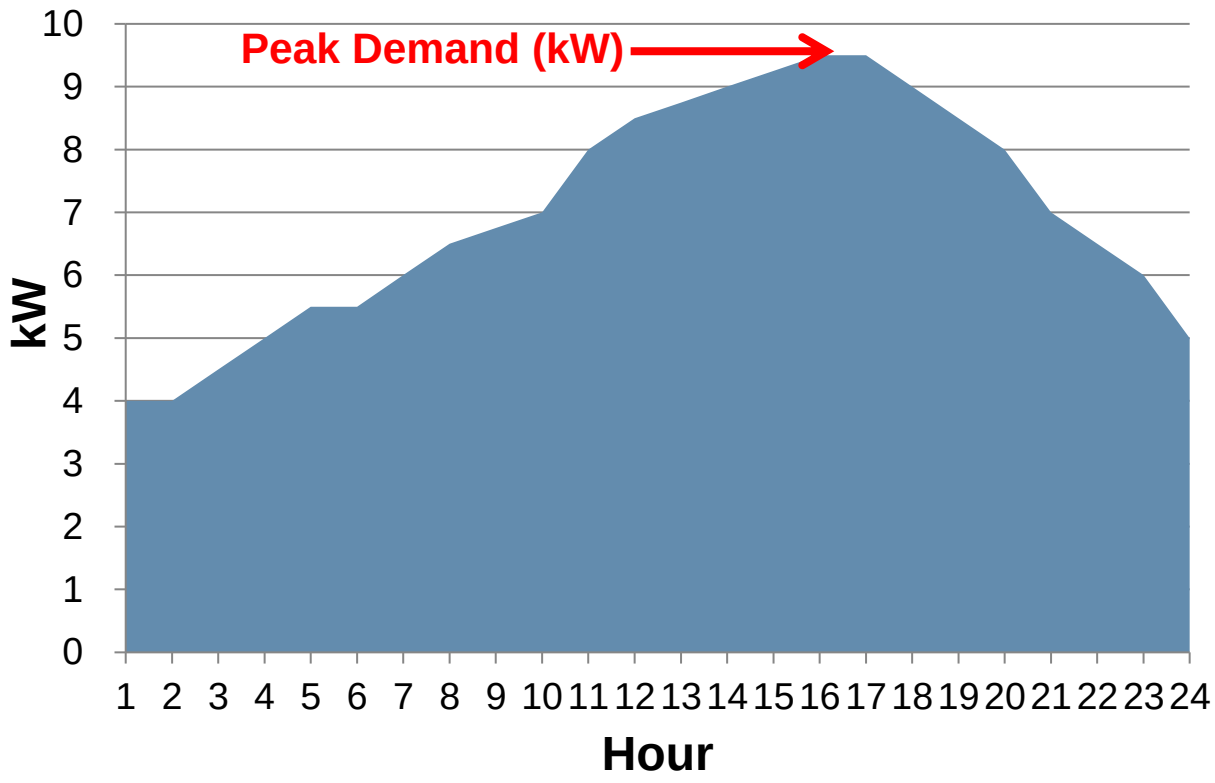


Delivery Rate Components

There are three basic methods of billing for electric delivery service. Many variations and combinations can be considered.

- Fixed charges
  ($ per month) also known as customer charges
- Volumetric charges
  ($ per kWh of energy use)
- Demand charges
  ($ per kW of peak demand)

Volumetric vs Demand Charges



Rate Options

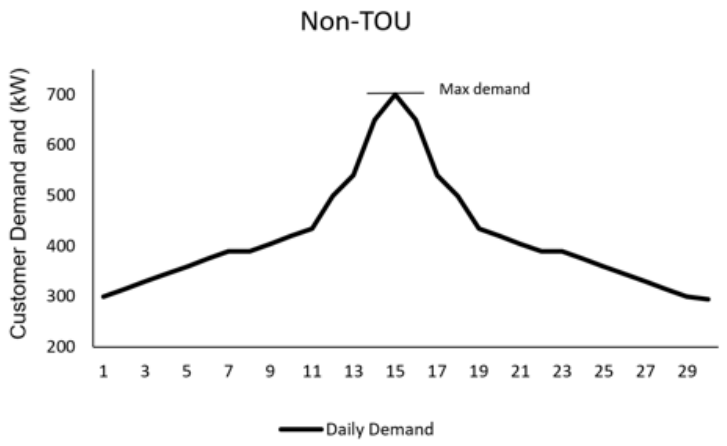
SC 9 Rate Options

General Rates (Rate I)	Time of Day (TOD) Rates (Rate II and III)	Standby Rates (Rate IV and V)
Minimum Charge for first 5 kW Energy Delivery Charge ($/kWh) Demand Delivery Charge ($/kW)	Customer Charge (per month) Energy Delivery Charge ($kWh) Demand Delivery Charge ($/kW)	Customer Charge (per month) Contract Demand Charges ($/kW) As-used Daily Demand Charge ($/kW)
Demand delivery charges are based upon maximum demand for each month	Demand delivery charges are based upon maximum demand for each time period	Demand delivery charges are based upon contract demand and As-used daily demand
Summer (June – September) All Other Months	Summer: Mon – Fri, 8 AM to 6 PM All Months: Mon – Fri, 8 AM to 10 PM All Hours of all days	Summer: Mon – Fri, 8 AM to 6 PM All Months: Mon – Fri, 8 AM to 10 PM

* SC2 is a non-residential rate option. However, it would not apply unless demands are less than 10kW.

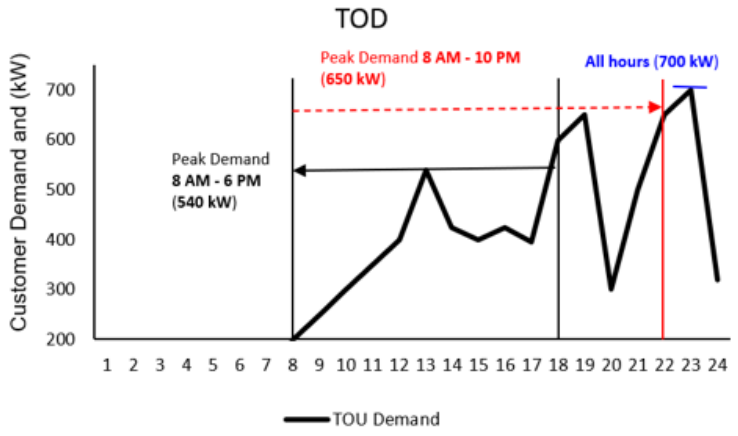
SC 9 Demand Measurement

Non-TOD



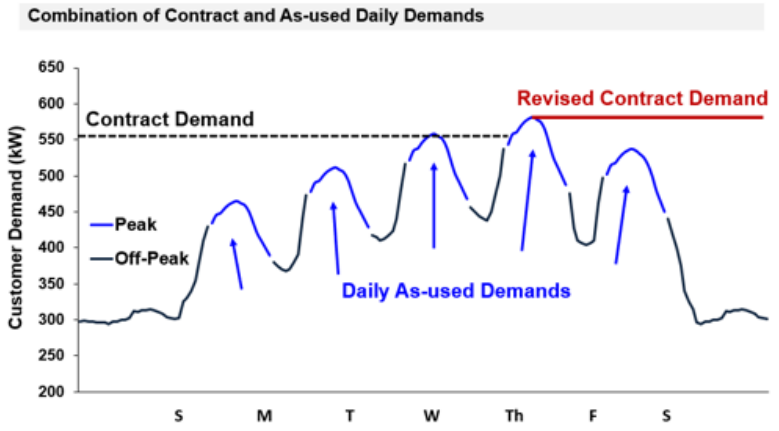
Demand is based upon maximum demand for each month

TOD



Demands are based upon maximum demand for each time period

Standby



Demands are based upon contract demand and As-used daily demand

SC 9 Rate I
Delivery Charge Illustration

Assumes max demand of 700 kW and 55,000 kWh energy consumption

Delivery Charge

Demand Delivery ($/kW)		Winter Rate	Max kW		Amount		Summer Rate	Max kW		Amount
First 5 kW or less	$	165.25	5	$	165.25	$	205.19	5	$	205.19
over 5 kW	$	22.95	695	$	15,950.25	$	29.06	695	$	20,196.70
Total Monthly Demand Delivery Charge			700	**$**	**16,115.50**	$	9,830.46	700	**$**	**20,401.89**
Energy Delivery ($/kWh)		$/kWh	kWh				$/kWh	kWh		
Total Monthly Energy Delivery Charge	$	0.0210	55,000	**$**	**1,155.00**	$	0.0210	55,000	**$**	**1,155.00**
Total Delvery Charge - Winter				**$**	**138,164.00**	**Summer**			**$**	**86,227.56**
(Oct - May, 8 months) ($16,115.50 + $1,155.00) x 8						*(Jun - Sept, 4 months) ($20,401.89 + $1,155) x 4*				
Annual Delivery Charge					**$ 224,391.56**					

- Excludes supply, surcharges and taxes, and other delivery components.
- Summer months includes June, July, August and September. Winter months are from October to May.

SC 9 Rate III
Delivery Charge Illustration

Assumes demand of 540 kW between 8 AM to 6 PM, 650 kW between 8 AM to 10 PM, 700 kW outside of those hours, and 55,000 kWh energy consumption

Delivery Charge

Customer Charge ($/month) **$ 12.45**

Demand Delivery ($/kW)	Winter Rate	Max kW	Amount	Summer Rate	Max kW	Amount
M- F 8 AM - 6 PM				$ 9.95	540	$ 5,373.00
M- F 8 AM - 10 PM	$ 13.82	650	$ 8,983.00	$ 21.35	650	$ 13,877.50
All Hours	$ 5.85	700	$ 4,095.00	$ 20.41	700	$ 14,287.00
Total Monthly Demand Delivery Charge			**$ 13,078.00**			**$ 33,537.50**

Energy Delivery ($/kWh)	$/kWh	kWh		$/kWh	kWh	
Total Monthly Energy Delivery Charge	$ 0.0079	55,000	**$ 434.50**	$ 0.0079	55,000	**$ 434.50**

Total Delvery Charge - Winter	**$ 108,199.60**	**Summer**	**$ 135,937.80**
(Oct - May, 8 months) ($12.45 + $13,078 + $434.5) x 8		*(Jun - Sept, 4 months) ($12.45 + $33,537.5 + $434.5) x 4*	

Annual Delivery Charge **$244,137.40**

- Excludes supply, surcharges and taxes, and other delivery components.
- Summer months includes June, July, August and September. Winter months are from October to May.

SC 9 Rate IV
Delivery Charge Illustration

Assumes contract demand 720 kW, daily as-used demand is flat at 700 kW for all daily periods, and 20 billing days in a month

Delivery Charge

Customer Charge ($/month) **$ 126.87**

Contract Demand Delivery ($/kW)	Winter Contract Demand			Summer Contract Demand		
Rate applicable to all months	Rate	kW	Amount	Rate	kW	Amount
	$ 9.49	720	$ 6,832.80	$ 9.49	720	$ 6,832.80
Total Monthly Contract Demand Delivery Charge			**$ 6,832.80**			**$ 6,832.80**

As-used Daily Demand Delivery ($/kW)						
Total Monthly Energy Delivery Charge	$/kW	kW		$/kW	kW	
M- F 8 AM - 6 PM				$ 0.5538	700	**$ 387.66**
M- F 8 AM - 10 PM	$ 0.7598	700	**$ 531.86**	$ 1.0680	700	**$ 747.60**
Total Monthly As-used Daily Demand Delivery			**$ 10,637.20** ($531.86 x 20 days)			**$ 22,705.20** (($387.66 + $747.6) x 20 days)

Total Delivery Charge - Winter	**$ 140,774.96**	**Summer**	**$ 118,659.48**
(Oct - May, 8 months) ($126.87 + $6,832.8 + $10,637.2) x 8		*(Jun - Sept, 4 months) ($126.87 + $6,832.8 + $22,705.2) x 4*	

Annual Delivery Charge **$259,434.44**

- Excludes supply, surcharges and taxes, and other delivery components.
- Summer months includes June, July, August and September. Winter months are from October to May.

What Rate is Best for My Charging Site?

- It depends!
- There's a variety of factors that determine the best rate for your site:
  - Load profile of the facility
  - When you are charging vehicles
  - How often the charger will be used
  - Characteristics of the charger you are installing

Rate Tool will be available late 2021!

Other Rate and Operating Incentives Offering

Operating Incentives Offering

Business Incentive Rate – EV Quick Charging Station Program

- Available to owners of EV quick charging stations, including governmental customers.
  - Minimum aggregate charging capacity: 100 kW
  - Maximum aggregate demand: 2,000 kW
- Max 10 kW of ancillary (non-EV charging) load. Example, charging station lights, Wi-fi to transmit charging data to the network
  - Energy storage that is used solely for EV charging is considered EV charging load
  - L2 charging is considered ancillary load and is subject to the 10 kW max
- Stations must be publicly accessible
- Discounted delivery rates until Dec 31, 2025

Operating Incentives Offering

BIR Reduction Category	SC9 Rate I (39%)	SC9 Rate III (39%)	SC9 Rate IV (39%)	SC9 Rate II (34%)	SC9 Rate V (34%)
Monthly Demand Delivery Charge	X	X		X	
Monthly Energy Delivery Charge	X	X		X	
Customer Charge			X		X
Contract Demand Delivery Charge			X		X
As-used Daily Demand Delivery Charges			X		X
Supply Charges					
Surcharges and Taxes					

SC 9 Rate I
Delivery Charge with BIR Illustration

Assumes max demand of 700 kW and 55,000 kWh energy consumption

Delivery Charge

Demand Delivery ($/kW)		Winter Rate	Max kW		Amount		Summer Rate	Max kW		Amount
First 5 kW or less	$	165.25	5	$	165.25	$	205.19	5	$	205.19
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Total Delvery Charge - Winter				$	138,164.00	**Summer**			$	86,227.56
(Oct - May, 8 months) ($16,115.50 + $1,155.00) x 8						*(Jun - Sept, 4 months) ($20,401.89 + $1,155) x 4*				
Annual Delivery Charge					$224,391.56					
Annual Delivery Charge with BIR (39%)					**$136,878.85**					
					($224,391.56 x (1 - 39%))					

- Excludes supply, surcharges and taxes, and other delivery components.
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SC 9 Rate III
Delivery Charge with BIR Illustration

Assumes demand of 540 kW between 8 AM to 6 PM, 650 kW between 8 AM to 10 PM, 700 kW outside of those hours, and 55,000 kWh energy consumption

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Total Monthly Demand Delivery Charge				$	13,078.00				$	33,537.50
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Total Monthly Energy Delivery Charge	$	0.0079	55,000	$	434.50	$	0.0079	55,000	$	434.50
Total Delvery Charge - Winter				$	108,199.60	**Summer**			$	135,937.80
(Oct - May, 8 months) ($12.45 + $13,078 + $434.5) x 8						*(Jun - Sept, 4 months) ($12.45 + $33,537.5 + $434.5) x 4*				
Annual Delivery Charge					$244,137.40					

Annual Delivery Charge with BIR (39%) **$148,982.08**

(($12.45 x 12 + (($13,078 + $434.5) x 8 + ($33,537.5 + $434.5) x 4) x (1 - 39%))

- Excludes supply, surcharges and taxes, and other delivery components.
- Summer months includes June, July, August and September. Winter months are from October to May.

SC 9 Rate IV
Delivery Charge with BIR Illustration

Assumes contract demand 720 kW, daily as-used demand is flat at 700 kW for all daily periods, and 20 billing days in a month

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Total Monthly As-used Daily Demand Delivery			$ 10,637.20 ($531.86 x 20 days)			$ 22,705.20 (($387.66 + $747.6) x 20 days)

Total Delvery Charge - Winter	$ 140,774.96	**Summer**	$ 118,659.48
(Oct - May, 8 months) ($126.87 + $6,832.8 + $10,637.2) x 8		*(Jun - Sept, 4 months) ($126.87 + $6,832.8 + $22,705.2) x 4*	

Annual Delivery Charge **$259,434.44**

Annual Delivery Charge with BIR (39%) **$158,255.01**
($259,434.44 x (1 - 39%))

- Excludes supply, surcharges and taxes, and other delivery components.
- Summer months includes June, July, August and September. Winter months are from October to May.

Operating Incentives Offering

DCFC Per Plug Incentive

- Annual incentive per charging plug until December 2025
- Charger connection with a minimum output of 50 kW in a single- or parallel-output configuration
- Charger connector using a commonly accepted non-proprietary standard, or a proprietary standard if co-located with a commonly accepted non-proprietary standard
- Stations must be publicly accessible
- Incentive is paid annually and is an off-bill payment
    - Incentive does not affect BIR discount calculation

Questions and Discussion

Questions and Answers

1) Can you participate in both TOU and BIR?
   Yes. SC 9 TOU customers can participate in the BIR Program, if the BIR criteria are met.

2) Does the BIR discount get taken off the bill before the PPI is calculated?
   The PPI is paid annually separately from the billing statements, and it has no impact on the BIR rate.

3) Can Residential (Single Family) participate in BIR?
   No. The customer must be on SC 9 to be eligible for the BIR.

4) Can Multi-Family participate in BIR?
   It depends on the set up of the charging station. If it meets the BIR eligibility criteria, then BIR is applicable. For example, the charging station must: be metered separately from the multi-family building; take service under be in SC9; and meet all other BIR criteria.

Questions and Answers (continued)

5) Can Small Businesses participate in BIR?
As long as the small business is served on SC 9 and the charging station meets the BIR eligibility it can participate in the BIR program.

6) Can I co-locate batteries with DCFC charging stations and be on the BIR?
Yes. If the batteries are used solely for EV charging and are not used to export, the charging station with the battery would be eligible for the BIR.

7) Can I participate in the BIR with L2s so long as I meet the 100 kW threshold?
Since L2 chargers are not considered fast chargers and BIR allows for 10 kW of ancillary load, ancillary loads above 10 kW would disqualify BIR eligibility.

8) Does the BIR discount apply to the whole bill?
No. BIR discount applies to the delivery components of the bill.

Questions and Answers (continued)

9) Is the 100 kW minimum based on nameplate or station operations? What if it falls under the 100 kW requirement?
The 100 kW minimum aggregate charging capacity requirement for BIR is based on nameplate. If capacity is reduced to a level below the 100 kW requirement, then BIR eligibility would be jeopardized.

10) With respect to the Business Incentive Rate, does participation in NYPA's ReCharge NY Program or any other State or NYC incentive program impact this in any way?
Participation in Recharge NY does not impact BIR eligibility. Participation in State or NYC incentives should not affect BIR eligibility. ConEd customer may need to confirm eligibility if new incentive programs are introduced.

11) Does the BIR come to us as a rebate at the end of the year or is it automatically taken off before we are billed?
The BIR discount is applied monthly on BIR customers' bills.

Questions and Answers (continued)

12) What happens to our rate if the chargers get removed?
You would still be billed delivery charges for any demand and usage until the account is closed. Since the EV Quick Charging Station component under the BIR program is premised on fast chargers, there is a potential to lose the BIR eligibility if the chargers are removed.

13) Is there any specific rate for EV chargers, L2 or DCFC?
There are no rates specifically designed for EVs. However, there are targeted incentives and discounts for EV charging stations (e.g., BIR and PPI)

14) Is there a demand cap, for example anything below 50 kW you wouldn't get any demand charges.
Demand billing applies to customers with monthly peak demands greater than 10 kW.

15) What happens to our rate if the chargers go unused?
The account would experience lower demands/usage and corresponding lower delivery costs. Minimum charges will apply.

Questions and Answers (continued)

16) If I'm charging my fleet during the evenings, would I be better off staying on SC 9 or going to TOU?
Any savings would depend on a variety of factors. However, charging stations that can shift charging during the off-peak hours may save money on the SC 9 TOU rate (e.g., Rate III).

17) For smaller commercial, non demand charge account (SC 2), what happens if include chargers that increase demand?
SC 2 applies to customers with projected peak demands less than 10 kW. BIR applies to SC 9 only.

Sources

- Rider J / Business Incentive Rates -Tariff starting on Leaf 193
- Service Class 9 – Tariff starting on Leaf 444
- Tariff Website:
  https://www.coned.com/_external/cerates/documents/elecPSC10/electric-tariff.pdf