



New York Commercial Managed Charging Program
SmartCharge Commercial (SCC)

Participant Guide

CASE 22-E-0236

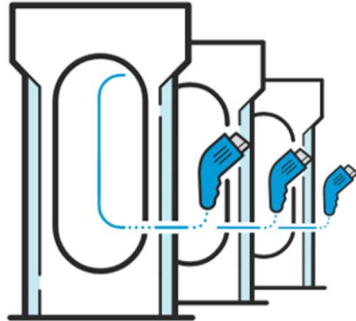


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Program Overview

Background

On January 19, 2023, the New York Public Service Commission (the “commission”) approved an order¹ providing a series of incentives to offset the utility bill cost of commercial electric vehicle (EV) charging customers. The order directed the Joint Utilities (JU)² to develop three different programs as alternatives to traditional demand-based rates and to terminate the existing Per-Plug Incentive (PPI) program redeploying funds towards demand management technology incentives. The alternative programs include an EV commercial managed charging program (CMCP) with use-case specific incentives, a short-term demand charge rebate (DCR) program and an EV-phase-in-rate³ to replace the DCR program in the long term. In response to the commission order, Con Edison filed an implementation plan on March 20, 2023, detailing the eligibility requirements and incentives structures of both its CMCP and DCR programs.

1- SmartCharge Commercial (SCC)

The SmartCharge Commercial Incentive Program (the “SCC program”) is designed to encourage long term grid beneficial charging behavior by providing operating cost relief to eligible commercial Electric Vehicle (EV) charging sites within Con Edison territory. Through this program, EV charging sites billed under commercial rates can earn incentives by reducing EV charging during designated peak periods and increasing EV charging during overnight hours. Station owners participating in the program are eligible for a pro-rated *Peak Avoidance kW Incentive* during summer⁴ and winter⁵ months and an *Overnight Off-Peak Charging kilowatt-hour (kWh) Incentive* all year-round assuming that they meet the eligibility requirements of the specific use-case they opt in.

2- Demand Charge Rebate (DCR)

The Demand Charge Rebate (DCR) program offers public direct current fast charging (DCFC) commercial electric vehicle stations a 50 percent demand charge credit to reduce the impact of demand charges on station owner’s utility bill. This rebate program is an interim solution put forth by the commission to alleviate the operating cost of commercial EV station owners until the implementation of the EV Phase-In Rate.

¹ Case 22-E-0236, Proceeding to Establish Alternatives to Traditional Demand-Based Rate Structures for Commercial Electric Charging, Order *Establishing Framework for Alternatives to Traditional Demand-Based Rate Structures* (Issued January 19, 2023).

² The Joint Utilities are Central Hudson Gas & Electric Corporation (Central Hudson), Consolidated Edison Company of New York, Inc. (Con Edison), New York State Electric & Gas Corporation (NYSEG), Niagara Mohawk Power Corporation d/b/a National Grid (National Grid), Orange and Rockland Utilities, Inc. (O&R), and Rochester Gas and Electric Corporation (RG&E).

³ Electric Vehicle Phase-In Rates in the Electric Tariff. Rider AD is applicable to qualifying customers served under Service Classification (“SC”) No. 9 – Rates I or II of the Electric Tariff or Rates I or II of the PASNY Tariff.

⁴ Summer: June through September

⁵ Winter: October through May

This participant guide (the “guide”) outlines the eligibility criteria, enrollment process and reporting requirements of the SCC and DCR programs.

Definitions

Peak Avoidance: Earn \$ per kW avoided during designated summer and winter network peak period in the service area.

Off Peak Charging: Earn \$0.03 per kWh for charging between 12 midnight - 8 am all days, year-round in the service area.

Applicant: Created an SSC account and completed the SmartCharge Commercial application.

Participant: Entity that applies for and receives the incentives available through the SmartCharge Commercial and DCR programs. This entity is responsible for owning, managing, and operating the chargers.

Commercial System Relief Program: A system-wide Con Edison peak shaving program that is comprised of both Commercial and Industrial (C&I) customers.

Load Factor (LF): A measurement of charger usage. Load factor is the ratio of average load to the maximum load. It is calculated by taking the total electricity (kWh) used over a period of time, divided by the peak demand (kW) multiplied by the number of hours in the same period of time.

$$\text{Load factor} = \frac{\text{Actual Electricity Usage (kWh)}}{\text{Peak Demand (kW)} * \text{Hours in period (h)}}$$

Charging Ratio (CR): The ratio of a customer’s maximum potential simultaneous EV charging load to the customer’s maximum potential connected load.

$$\text{Charging Ratio} = \frac{\text{Sum of EV charging Capacity (kW)}}{\text{Sum of max kW demands of all loads on customers' saccount}}$$

Adder: Additional operating cost support beyond the standard incentives for transit and public L2 use cases with low station utilization.

Nameplate Capacity: Sum of EV charging capacity of each charger at an EV charging site.

Eligibility Criteria and Incentives

1- SmartCharge Commercial

To receive incentive payments in the different use-cases listed below as part of the SmartCharge Commercial program, the SSC applicant must meet the following criteria:

a) SmartCharge Commercial Standard Offering

The SCC standard offering applicant must be on a **commercial rate** and have **non-public charging sites** located within **Con Edison territory** to create an account and submit an application via the SSC participant portal ([SCC Website Link](#)). Submitted application will be reviewed, evaluated, and if appropriate, approved by the SCC team. The SCC standard offering participant will be eligible for the incentive described in table 1 below:

Table 1: Standard Offering Incentive level

Standard Offering	
Peak Avoidance Summer	\$10 per KW during 4-hour peak CSRP ⁶ window
Peak Avoidance Winter	\$2 KW during 4-hour peak CSRP window
Off Peak Charging	\$0.03 per kWh for off peak charging

b) Public DCFC SCC

The public DCFC SCC applicant must be on a **commercial rate** and have **public charging sites** with **DCFC plugs** located within **Con Edison territory** to create an account and submit an application via the SSC participant portal ([SCC Website Link](#)). Submitted application will be reviewed, evaluated, and if appropriate, approved by the SCC team. The public DCFC SCC participant will be eligible for the incentive described in table 2 below:

Table 2: Public DCFC SCC Incentive level

Public DCFC SCC		
Peak Avoidance Summer	• If site LF < 15%	\$20 per kW during 4-hour peak
	• If site LF >= 15%	\$26 per kW during 4-hour peak
Peak Avoidance Winter	\$8 KW during 4-hour peak CSRP window	
Off Peak Charging	\$0.03 per kWh for off peak charging	

c) Public L2 SCC and the Public L2 SCC Adder

The public L2 SCC applicant must be on a **commercial rate** and have **public charging sites** with **L2 plugs** located within **Con Edison territory** to create an account and submit an application via the SSC participant portal ([SCC Website Link](#)). Submitted application will be reviewed, evaluated, and if appropriate, approved by the SCC team. The public L2 SCC participant will be eligible for the incentive described in table 3 below:

Table 3: Public L2 SCC Incentive level

Public L2 SCC	
Peak Avoidance Summer	\$17 per kW during 4-hour peak CSRP ⁷ window
Peak Avoidance Winter	\$6 kW during 4-hour peak CSRP window
Off Peak Charging	\$0.03 per kWh for off peak charging

⁶ Commercial System Relief Program network peak windows

All L2 public SCC station participants are also eligible for an interim adder incentive that will sunset when the Phase-In Rate becomes available. This adder is conditional upon the public L2 participants site load factor accounting for up to 15%.

Table 4: Public L2 Adder Incentive level

Public L2 SCC Adder		
Adder relative to the nameplate capacity	• If site LF is = 1-5%	\$3/kW * site nameplate capacity
	• If site LF is = 6-10%	\$2/kW * site nameplate capacity
	• If site LF is = 11-15%	\$1/kW * site nameplate capacity

d) Transit Charging SCC and the Transit Charging SCC Adder

The transit charging SCC applicant must be on a **commercial rate** and have **charging sites with L2 or DCFB plugs for public transit charging purpose** within **Con Edison territory** to create an account and submit an application via the SCC participant portal ([SCC Website Link](#)). Submitted application will be reviewed, evaluated, and if appropriate, approved by the SCC team. The transit charging SCC participant will be eligible for the incentive described in table 5 below:

Table 5: Transit SCC Incentive level

Transit SCC	
Peak Avoidance Summer	\$10 per kW during 4-hour peak CSR window
Peak Avoidance Winter	\$2 kW during 4-hour peak CSR window
Off Peak Charging	\$0.03 per kWh for off peak charging

The public transit use case participants are also eligible for an interim adder incentive that will sunset when the EV Phase-In Rate becomes available. This adder is conditional upon the public transit participants site load factor accounting for up to 15%.

Table 6: Transit SCC Adder Incentive level

Transit SCC Adder		
Adder relative to the nameplate capacity	• If site LF is = 1-5%	\$6/kW * site nameplate capacity
	• If site LF is = 6-10%	\$5/kW * site nameplate capacity
	• If site LF is = 11-15%	\$4/kW * site nameplate capacity

2- Demand Charge Rebate (DCR)

In order to receive rebate payments as part of Demand Charge Rebate program, the DCR applicant must meet the following criteria:

a) Public DCFC DCR

Applicants for the public DCFC DCR program must be on a **commercial rate** and have **public DCFC charging sites** located within **Con Edison territory** where at least **50%** of the load (Charging ratio– **CR>50%**) is related to EV charging to create an account and submit an application via the SSC participant portal ([SCC Website Link](#)). Submitted applications will be reviewed, evaluated, and if appropriate, approved by the SCC team. Upon application approval, the public DCFC DCR participant will be eligible for a 50 percent demand charge credit applicable toward the delivery portion of the customer’s bill. The participant DCR rebate will be computed as follows:

$$\text{DCR} = \frac{\text{Demand (kW) for billing period} \times \text{Charging Ratio (CR)} \times 50\%}{\text{Applicable demand rate}}$$

b) Public DCFC DCR with SCC

Public DCFC charging customers can choose to participate in both the SmartCharge commercial program and the Demand Charge Rebate program for further operating cost relief. The public DCFC DCR with SCC applicant must be on a **commercial rate** and have **public DCFC charging sites** located within **Con Edison territory** where at least **50%** of the load (Charging ratio– **CR>50%**) is related to EV charging to create an account and submit an application via the SSC participant portal ([SCC Website Link](#)). Submitted application will be reviewed, evaluated, and if appropriate, approved by the SCC team.

The public DCFC DCR with SCC participant is eligible for a **50 percent demand charge credit** applicable toward the delivery portion of the customer’s bill on top of the peak avoidance and off-peaking charging incentives the participant can earn from being part of SCC. Table 7 below outlines the applicable incentives.

Table 7: Public DCFC DCR with SCC Incentive level

Public DCFC DCR with SCC	
DCR	Demand (kW) for billing period x Charging Ratio (CR) x 50%
Peak Avoidance Summer	\$3 per kW during 4-hour peak CSRP window
Peak Avoidance Winter	\$0.05 kW during 4-hour peak CSRP window
Off Peak Charging	\$0.03 per kWh for off peak charging

Program Enrollment

1- Application

Commercial customers interested in applying for either the SmartCharge Commercial program or the Demand Charge Rebate program may access the necessary program supporting

information on the SmartCharge Commercial website ([SCC Website Link](#)) and submit an application via the SCC participant portal (<https://smartchargecommercial.coned.com>). The applicant will submit one application for the two programs listed and can be eligible for both programs assuming the applicant meets the requirement for each program.

2- Program Documents

When applying for the SCC program, some information and required documents will be requested as part of the application to allow the program team to determine the participant's eligibility. The relevant program information will include the following:

- Applicant name and contact information.
- Charging site accessibility (public vs private) and end use (transit, workplace, etc.).
- Make, model, count and type of charger(s) at the charging site.
- Charger/stations/port unique identifiers.
- Output power of each charger at site and nameplate capacity.
- Site technology information including onsite load limiting hardware (kW) and load management technologies.
- EV Network Provider Information
- Indicate presence or not of EV meter.
- Up to date participant non-EV load letter.
- Applicant financial information to provide incentive payment.

Note: The applicant financial information will be collected after the program agreement is fully executed. The following financial documents are needed for the applicant to be set up as a payee in Con Edison System:

For ACH payments, the participant must provide:

1. [ACH Authorization Form](#)
2. W9 or W8 (International)
3. Voided Check or Bank Letter on letterhead with supplier name and remittance address, stating Account and Routing number

For Check payments, the participant must provide:

1. [W-9 \(domestic\)](#) or [W-8 \(international\)](#) form
 - **Note:** *If the supplier provides a W-8, please email the W-8 along with the description of materials/services or the invoice to the Tax Department for review at dl-fatcarequests@coned.com. Once approved by Tax, attach the W-8 approval email to the New Supplier Request form.*
2. A letter from the company, on company letterhead that shows the participant's name and remittance address (where the check is to be mailed to, if different than the participant business address) signed by an officer of the company.

Reporting Requirements

By participating in the program, the station owner agrees to share individual charger session/interval data required for the purpose of administering the incentive and rebate payments as well as complying with reporting requirements specified by the order. Station data must be shared by the 5th of each month and should include the following:

- 15-minute interval kWh usage
- Peak demand (kW) over interval
- Session/interval start & stop time
- EV charger ID
- Unique Interval and/or Session ID
- Number of sessions daily
- Plug outage information including number and duration of outages.

Program participants that are unable to meet the reporting requirements of the SCC program will not receive incentive payments. In addition, participants will forfeit incentive payment if the participant fails to provide the requires data for a given month within 90 days of said month.

Payment Disbursement

The SmartCharge Commercial program team will disburse incentive payments to the participant at a minimum on a quarterly basis. The payment will be posted to the Participant's banking account provided during enrollment.

Application Support and Inquiries

Participants can request application support and/or send inquiries to the SSC team via the application website or by sending the SCC team an email. The program resources are listed in the table below:

Website	SmartCharge Commercial website
SSC portal	https://smartchargecommercial.coned.com
Email	dl-sccapplications@coned.com