June 2025 Tariff Changes

Presented by: William Wai, *Director of Rates*

June 25, 2025

The Power is Yours ™

Tariff Proposals for Consideration

To Implement Electric Vehicle ("EV") Phase-in Rates

- New EV Phase-in Rates are available to commercial customers providing EV charging services
- Based on the alternative commercial rate design recently adopted by the NY Public Service Commission
- The new rates will be in effect on 10/1/2025 and will phase out LIPA's existing DCFC incentive program
  - Larger benefit to EV charging service provider with a lower utilization rate
  - Smaller benefit to EV charging service provider with a higher utilization rate

To Sunset Legacy Rate Codes 282 and 288

- Rate Codes 282 and 288 are LIPA's legacy time varying rate programs
- Rate Codes 292 and 294 are LIPA's modern time-varying rate programs
- Remaining participants in rate codes 282 and 288 will be moved to rate codes 292 and 294 accordingly
- Rate Codes 282 and 288 will be eliminated on 1/1/2026

Timeline

- ✓ **April 2:** Proposals published for public comment
- ✓ **June 2 and 3:** Public comment sessions
- ✓ **June 9:** Last day for written public comments to be incorporated into Board briefing materials
  - ✓ **Received Two (2) Public Comments**
    - ✓ Electrify America, LLC
    - ✓ Alliance for Clean Energy New York
  - **Both are supportive of LIPA's proposal**
- ❑ **June 17:** DPS supports LIPA's tariff changes as proposed and recommends implementation details that LIPA agrees to follow
- ❑ **June 25:** LIPA Board consideration

Thank You

William Wai
Director of Rates

lipower.org

FOR CONSIDERATION
June 25, 2025

TO: The Board of Trustees

FROM: John Rhodes

SUBJECT: Approval of Tariff Changes

Requested Action

The Trustees are requested to approve the following proposals to modify the Long Island Power Authority's ("LIPA" or the "Authority") Tariff for Electric Service:

1. **Electric Vehicle ("EV") Phase-in Rates**: Modifying LIPA's Tariff for Electric Service, effective October 1, 2025, to implement new EV Phase-in Rates available to our commercial customers who provide EV charging services. The EV Phase-In Rates will continue the Authority's efforts to expand EV usage, support EV charging, and aid in the deployment of EVs which are essential components in achieving the State's climate goals. The EV Phase-In Rates are part of PSEG LI's Utility 2.0 Plan[1] and are consistent with recent New York State Public Service Commission (the "Commission") orders.
2. **Legacy Rate Codes 282 and 288**: Modifying LIPA's Tariff for Electric Service, effective January 1, 2026, to sunset Legacy commercial time varying Rates Codes 282 and 288 and transition currently enrolled customers to the modern time varying Rate Codes 292 and 294, respectively. This rate consolidation is consistent with the Authority's goal of simplifying rates and transitioning customers to rate designs that offer its customers greater opportunities to save money.

EV Phase-in Rates: Background

LIPA's EV Program started in 2019 and consists of multiple offerings aimed at: (1) increasing the adoption of EVs on Long Island; (2) aligning EV customer adoption strategy with the goal of reducing greenhouse gas ("GHG") emissions; (3) empowering customer choice; (4) accelerating the EV charging infrastructure market; (5) improving electric system efficiency; and (6) encouraging off-peak charging. The EV Program incentivizes residential and commercial EV charger construction and promotes charging during off-peak hours.

In January 2023, the Commission issued an order[2] establishing a framework for alternatives to traditional demand-based rate structures for commercial EV charging. The January 2023 Order: (1) directed investor owned utilities ("IOUs") to implement a Demand Charge Rebate ("DCR") that would provide a 50% rebate against traditional demand charges for public Direct Current Fast

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[1] Matter 14-01299, In the Matter of PSEG-LI Utility 2.0 Long Range Plan, Utility 2.0 Long Range Plan & Energy Efficiency Plan – 2024 Annual Update (filed July 1, 2024) ("2024 Utility 2.0 Plan").

[2] Case 22-E-0236, Proceeding to Establish Alternatives to Traditional Demand-Based Rate Structure for Commercial Electric Vehicle Charging, Order Establishing Framework for Alternatives to Traditional Demand- Based Rate Structures (issued January 19, 2023) ("January 2023 Order").

Charging ("DCFC") sites as an immediate solution; and (2) approved an EV Phase-In Rates solution that gradually effectuates the demand-based rate recovery component based on the load factor[3] of the participating EV charging service provider. As a participating service provider's load factor increases due to better utilization of its charging station, the customer can expect to see a higher demand charge and a lower energy charge on the bill until the customer's load factor reaches 25%. The EV phase-in rates will replace the DCR once they are available.

In October 2024, the Commission issued an order[4] directing the IOUs to make EV Phase-In Rates Implementation Filings and to allow the EV Phase-In Rates to become effective and available for qualified customers to participate within one year.

In line with these Commission orders, LIPA launched its DCFC Incentive Program in January 2024. This program provides a DCR incentive to qualified commercial customers by offering a rebate check for up to 50% of demand charges 12 months after the anniversary date of their enrollment in the program. (*Illustrative Example follows*)

DCFC Incentive Program Example			
Anniversary Date	**Actual Demand Charges**	**DCR**	**Eligible Incentive**
01/01/2024 - 12/31/2024	$110,050	50%	$55,025

As seen in the timeline below, the DCFC Incentive program will be phased out once the EV Phase-In Rates is implemented.

EV Program Commercial Offering Updates

2024 Offering	2025 Offering		2026 Offering
	H1 2025	H2 2025	
Demand Charge Rebate	Demand Charge Rebate	EV Phase-In Rate	EV Phase-In Rate

EV Phase-in Rates: Proposed Action

LIPA Staff proposes to amend the Tariff to offer EV Phase-In Rates to qualified commercial customers, which are designed for public and commercial fleet charging. The EV Phase-In Rates begin as a time varying rate and incorporate a demand charge as charging station utilization improves. The EV Phase-In Rates provide operating cost relief in the near-term, when charging station utilization may be limited, and then gradually transitions to a more sustainable rate design.

[3] Load factor, often reported as percentage, is defined as the ratio of (1) the energy (kWh) used by an EV charging customer in a measurement period to (2) the product of (a) the customer's peak demand (kW) during the period and (b) the duration of the period in hours.

[4] Case 22-E-0236, Proceeding to Establish Alternatives to Traditional Demand-Based Rate Structure for Commercial Electric Vehicle Charging, Order Implementing Electric Vehicle Charging Rates for Commercial Customers (issued October 17, 2024) ("October 2024 Order").

EV Phase-In Rates offer an alternative to the traditional demand-based charging rates for customers with EV charging sites where at least 50% of the load is related to EV charging. The rates consist of four graduation levels based on the participants' annual Load Factor ("LF").[5] Within each graduation level, there is a customer charge, a time varying energy charge, and a demand charge component with varying ratios. As customers' LF increases, the level of demand charge increases up to an annual LF of 25%. Once customers achieve an annual LF greater than 25%, they will no longer be eligible to participate in the EV Phase-In Rates.

Currently, approximately thirty (30) qualified LIPA customers receive DCR incentives.[6] Under this proposal, the EV Phase-In Rates will initially be offered to customers qualified for *Service Classification ("SC") 2–MRP, Large General and Industrial Service with Multiple Rate Periods,* Rate Code 285.[7] EV Phase-In Rates for customers qualified for *SC 2-L – General Service – Large*, Rate Code 281 will be available beginning January 1, 2027.[8]

The proposed Tariff language provides details on eligibility, enrollment, LF calculation, rate periods, and EV Phase-In Rates by delivery voltage delivery level. Specifically, the following Tariff language is included:

- To be eligible for the EV Phase-In Rates, a customer must have a Charging Ratio[9] of at least 50%. For customers with separately metered EV charging load, the Charging Ratio is assumed to be 100%. For customers with EV charging load commingled with other on-site loads, the Charging Ratio will be calculated as the ratio of the (i) sum of the EV charging capacity in kW[10] to (ii) sum of the maximum kW demands of all loads that could occur simultaneously on the customer's account.

- Four LF-based tiers have been established to determine the applicable EV Phase-In Rates for each customer.

EV Charging Rate Tier	Load Factor
Tier 1	LF ≤ 10%
Tier 2	10% > LF ≤ 15%
Tier 3	15% > LF ≤ 20%
Tier 4	20% > LF < 25%[11]

[5] Annual LF computation: the ratio of annual energy consumption to the product of the simultaneous charging capacity (when available, otherwise nameplate capacity) and 8,760 hours (or 8,784 hours during a leap year).
[6] Twenty (20) of those customers take service under Rate Code 285, and the remaining ten (10) customers take service under Rate Code 281.
[7] Customers currently on Rate Codes M284 and M285 are not eligible for EV Phase-In Rates because a discount is already being applied to their delivery rates. In addition, Rate Seasonal customers are not eligible for EV Phase-In Rates.
[8] Customers currently receiving the DCR incentive who are on Rate Code 281 will continue on the DCFC program until January 1, 2027, after which they will be eligible for EV Phase-In Rates.
[9] See January 2023 Order at 9.
[10] The sum of the EV charging capacity in kW will be limited to the deliverable kW to the EV charging stations. For example, if the transformer connecting the charging station has a limit of 500kW but the sum of the EV nameplate is 700kW, the sum of the EV charging capacity in kW for purposes of the Charging Ratio will be 500kW.
[11] Customers with Annual LF of greater than twenty-five percent (25%) are not eligible to participate in the EV Phase-In Rates.

- A customer with an annual LF greater than or equal to 25% for two consecutive measurement periods (1 measurement period = 6 months) ("Measurement Period") will be transferred to their applicable standard rate code (*i.e.*, Rate Codes 285 or 281). Under all tiers, the provisions of the customer's otherwise applicable SC will apply, including other delivery surcharges and supply charges, unless modified in 2-EVC 281 as specified in this Tariff proposal.[12]

- For qualifying customers, the Authority will calculate two (2) times per year an annual LF that will determine the customer's EV Charging Rate tier.

- For customers with a Charging Ratio of 100%, the annual LF will be calculated by dividing the kWh usage during a 12 month period by the product of the sum of the EV charging capacity in kW and the number of hours in the 12 month period.

- For customers with a Charging Ratio of under 100%, the annual LF will be calculated by dividing the kWh usage during a 12 month period by the product of the maximum demand during the period and the number of hours in the 12 month period.

- For new qualifying customers that do not have at least 6 months of existing load data by December or June of each year, the customer shall be placed in Tier 1 until such time that load data for one Measurement Period is available for use in calculating the LF to determine the appropriate tier. For these customers, the LF calculations described above shall be performed bi-annually, on a 6month period, until such time that the annual LF can be calculated based on 12 months of load data.

- Participation in the EV Phase-In Rates will be on an opt-in basis. Customers can opt in to the EV Phase-In Rates at any time; however, once a customer chooses to leave the rate, such customer will not be permitted to opt back into EV Phase-In Rates unless the customer can demonstrate to the Authority a change to the number or type of EV chargers associated with the account.

- To the extent that the annual LF of a customer is 25% or greater for two consecutive Measurement Periods, the customer will no longer be eligible for EV Phase-In Rates. To the extent that a customer's Charging Ratio falls below 50% for two consecutive Measurement Periods, the customer will no longer be eligible for EV Phase-In Rates. Such customer may have the ability to opt back into EV Phase-In Rates if it can be demonstrated to the Authority that there has been an increase in the number or type of EV chargers associated with the account and the customer has a Charging Ratio of at least 50%. Customers that are ineligible because their annual LF exceeds 25% may request that the Authority re-evaluate their eligibility. To the extent that the annual LF of the ineligible customer is less than 25% for two consecutive measurement periods, the customer will be eligible for EV Phase-In Rates.

The EV Phase-In Rates are calculated on a revenue neutral basis to the otherwise applicable class (*i.e.*, SC 2-MRP customers). The rates in Tiers 1 through 4 are designed to collect a set percentage of demand revenue through demand charges and usage charges as follows:

[12] *See* Proposed Second Revised Tariff Leaf No. 232.

	Tier 1	Tier 2	Tier 3	Tier 4
% of Demand Revenue Collected through Demand Rates	0%	25%	50%	75%

Tiers 1 through 4 have been developed on a time varying basis with a peak, off-peak and super off-peak structure in the summer and an off-peak and super off-peak structure in the winter. The following chart summarizes the time varying periods for the usage rates for Tiers 1 through 4:

Time Period	**Summer (June-September)**	**Winter (October-May)**
Peak	3 PM – 7 PM, M-F (excluding Federal Holidays)	N/A
Off-Peak	6 AM – 3 PM and 7 PM – 11 PM, M-F 6 AM – 11 PM, Saturday - Sunday	6 AM – 11 PM, Every day
Super Off-Peak	11 PM – 6 AM, Every day	11 PM – 6 AM, Every day

Enrollment in the EV Phase-In Rate

Once the EV Phase-In Rate is implemented, as stated above, participants will transition to the rate on an opt-in basis. Should a customer opt-in to the EV Phase-In Rate, PSEG Long Island, on the Authority's behalf, will verify the applicant's eligibility, and the customer will be placed on the rate within two billing cycles after receipt of the customer application. For qualifying customers, the Authority will calculate the annual LF and place the customer on the appropriate tier.

EV Phase-in Rates: Financial Impact

The EV Phase-In Rates are designed to provide cost relief from demand rates for low usage charging stations. The lower the usage, the more cost relief is provided. The revenue deferral for the Authority will be based on the number of customers that take part in the rate and the number of active chargers enrolled in the program. Currently, approximately twenty (20) Rate 285 customers receive a 50% DCR incentive, which, in total, amount to $730,000. Based on the 2024 load data for these 20 Rate 285 customers, the proposed EV Phase-In Rates will provide an approximate $540,000 comparable savings. The EV rate design provides a larger benefit to those customers that qualify for the lower tiers and a smaller benefit for those customers that qualify for higher tiers. In conclusion, the EV rate design better aligns the demand charge discount with the levels of support the commercial EV customers need.

EV Phase-in Rates: Stakeholder and Department of Public Service ("DPS") Comments

Two public comment sessions were held on LIPA's tariff proposals and written comments were also solicited from interested stakeholders. Two written comments were received from the public on the EV Phase-in Rate Proposal. Anthony Willingham, on behalf of Electrify America, LLC, was strongly supportive of the proposed Phase-in rate structure and recommended an increase of the maximum load factor threshold for the Phase-in Rates eligibility from 25% to 35%. Jed Pricket

also commented on behalf of Alliance for Clean Energy New York ("ACE NY"), supporting the Authority's EV Phase-in rate proposal as stated. ACE NY further agreed that LIPA's proposal created an operational incentive for customers to qualify through an annual load factor of less than 25%, an essential measure to make EVs cost competitive, and encouraged LIPA to execute the proposed program along the proposed timeline.

The Department of Public Service ("DPS") agreed that LIPA's proposal aligned with the provisions and objectives of the Commission's 2023 and 2024 Orders and recommended the Authority and its service provider to prioritize the continued development of the necessary information technology and billing system modules to implement the EV Phase-In Rates as proposed. DPS recommended developing and implementing an outreach plan before implementing the rates and providing DPS with information on the number of customers that have applied for, or declined to apply for, the EV Phase-In Rates, and customers who were nonresponsive, consistent with the requirements of the Commission's 2024 Order.

In addition, DPS disagreed with Electrify America's proposed increase or any deviation of the maximum load factor threshold from the 25 percent set by the Commission's Order and recommended providing regular data reports regarding the implementation of the EV Phase-in Rates, consistent with the requirements of the January 2023 Order, at least every six months as part of the regular reporting regarding Utility 2.0, starting when the first of the EV Phase-In Rates would be implemented and after implementation of each of the EV Phase-In Rates is complete.

LIPA Staff Response:

The comments from both Electrifying America, LLC and ACE NY are informative. Regarding the maximum load factor threshold for Phase-in Rates eligibility, setting it at 25% is consistent with the Commission orders supported by the whitepaper published by the DPS, and it matches the practices of other utilities in the State. As ACE NY recommended, LIPA is committed to executing the proposed program along the proposed timeline.

LIPA staff agrees with DPS' positive review and implementation recommendations. LIPA and PSEG Long Island will work closely with the DPS Long Island office on the implementation of the proposal to ensure the completion of these recommendations.

Legacy Rate Codes 282 and 288: Background

Commercial customers are assigned to standard flat rates based on usage: less than 7kW is assigned to Rate 280; between 7kW and 145 kW is assigned to Rate 281; and over 145 kW is assigned to Rate 285. To reduce peak demand and offer customers access to lower rates, the Authority offers optional time varying rates. Customers can opt-in to these voluntary time varying rates based on their usage: less than 7kW can select Rate 288 or Rate 292; between 7kW and 145kW can select Rate 282 or 294; and over 145 kW can select Rate 284. Older voluntary time varying Rates 282 and 288 have been closed to new and transferring customers for over two years.

If your business uses	PSEG Long Island would assign Rate	The alternate optional Rate Code(s) is
less than 7 kW	280	288*
		292
between 7kW and 145kW	281	291
		294
		282*
more than 145 kW	285	284
*Rate closed to new customers and those already on another rate.		

Rate 282: Commercial, Large, Voluntary, Multiple Periods is an optional rate for commercial customers with usage at least 2,000 kWh for two consecutive months or with a demand of 7 kW – 145 kW. Rate 282 offers three rate periods with an 8-hour peak in the summer.

Rate 282 Rate Periods

1	2	3
Off-Peak All year 11pm–7am	Peak June- Sept. M-F: 12pm–8pm	Intermediate All other hours

Effective January 1, 2023, the Authority closed Rate 282 to new and transferring customers and introduced *Rate 294: Commercial, Large, Time-of-Use, 4-Hour Peak* as an alternative. Rate 294 offers nine rate periods with a 4-hour peak year round with a seasonal differential.

Rate 294 Rate Periods

1	2	3	4	5	6	7	8	9
Summer	Winter	Shoulder	Summer	Winter	Shoulder	Summer	Winter	Shoulder[13]
Off-Peak M-F: 6am–3pm & 7pm–11pm Sat, Sun & Federal Holidays: 6am–11pm			Peak M-F: 3p–7pm excluding Federal Holidays			Super Off-Peak Daily: 11pm-6am		

Rate 288: Commercial, Small, Voluntary, Multiple Periods is an optional rate for commercial customers with a demand under 7 kW. Rate 288 offers four rate periods with a 10-hour peak in

[13] The LIPA Tariff for Electric Service defines "Summer Season" as June 1 through September 30, inclusive; "Winter Season" as December 1 through March 31, inclusive; and "Shoulder Season" as April 1 through May 31, inclusive, and October 1 through November 30, inclusive (Tariff Leaf No. 213).

the summer.

Rate 288 Rate Periods

1	2	3	4
Off-Peak, Summer June-Sept. M-F: 8pm–10am Sat, Sun: all day	Off-Peak, Winter Oct.-May M-F: 8pm–10am Sat, Sun: all day	Peak, Summer June-Sept. M-F: 10am-8pm	Intermediate, Winter Oct.-May M-F: 10am-8pm

Effective January 1, 2019, the Authority closed Rate 288 to new and transferring customers and introduced *Rate 292: Commercial, Small, Time-of-Use, 4 Hour Peak* as an alternative. Like Rate 294, Rate 292 offers 9 rate periods with a 4-hour peak year round with a seasonal differential.

Rate 292 Rate Periods

1	2	3	4	5	6	7	8	9
Summer	Winter	Shoulder	Summer	Winter	Shoulder	Summer	Winter	Shoulder
Off-Peak M-F: 6am–3pm & 7pm–11pm Sat, Sun & Federal Holidays: 6am–11pm			Peak M-F: 3p–7pm excluding Federal Holidays			Super Off-Peak Daily: 11pm-6am		

Legacy Rate Codes 282 and 288: Proposed Action

To be consistent with the Authority's goal of simplifying customer rates, LIPA Staff proposes to eliminate Rates 282 and 288 effective January 1, 2026. Rates 282 and 288 are already closed to new and transferring customers. There are approximately 500 customers currently on Rates 282 and 288 who will be transitioned to Rates 292 and 294, respectively, unless they do not qualify for Rate Code 292 or 294, respectively, or elect a different option prior to the transition. Rate 282 and 288 customers not qualified for Rate Code 292 or 294, respectively, will be transferred to Rate Code 280 or 281, respectively. Rates 292 and 294 offer time varying rates with shorter 4-hour peak periods, creating better opportunities for participating customers to shift load out of the peak period.

Legacy Rate Codes 282 and 288: Financial Impact

The proposal will not have a material financial impact on the Authority or customers.

Legacy Rate Codes 282 and 288: Stakeholder and DPS Comments

Two public comment sessions were held on LIPA's Tariff proposals and written comments were also solicited from interested stakeholders. LIPA received public comments from Jed Prickett on behalf on ACE NY regarding the elimination of Legacy Rate Codes 282 and 288 proposal. ACE NY supported LIPA's proposal and recognized the proposal would ultimately streamline the accessibility of LIPA's time-of-use programs, which will speed up the time it takes for LIPA to

enroll a customer in the program.

DPS reviewed and recommended adoption of this proposal as part of its recommendation letter issued to the LIPA Board in Matter 24-00490 previously. It continues to support LIPA's proposal to transition from legacy TOU Rate Codes 282 and 288 to modern TOU Rates, as it has multiple potential benefits for customers and the electric grid.

Public Comments

LIPA held two public comment sessions on the proposed tariff changes on June 2, 2025, and June 3, 2025, and solicited written comments through June 9, 2025. Transcripts of the public comment sessions and a compendium of written comments received are attached as exhibits, and the comments are summarized above, together with responses from LIPA Staff.

Recommendation

For the foregoing reasons, I recommend that the Trustees approve the modifications to the Tariff for Electric Service described herein and set forth in the accompanying resolutions.

Attachments

Exhibit A-1 Resolution Approving Tariff Modification related to Electric Vehicle Phase-in Rates
Exhibit A-2 Resolution Approving Tariff Modification related to Elimination of Rate codes 282 and 288
Exhibit B-1 Electric Vehicle Phase-in Rates - Tariff Redline
Exhibit B-2 Elimination of Rate Codes 282 and 288 - Tariff Redline
Exhibit C DPS Letter of Recommendation on Tariff Changes
Exhibit D-1 Public Comment Session Transcripts AM Session – June 2, 2025
Exhibit D-2 Public Comment Session Transcripts PM and Virtual Session – June 3, 2025
Exhibit E Compendium of Written Public Comments

Exhibit "A-1"

APPROVAL OF MODIFICATIONS TO LIPA'S TARIFF RELATED TO ELECTRIC VEHICLE PHASE-IN RATES

WHEREAS, the Board of Trustees (the "Board") of the Long Island Power Authority ("LIPA") has adopted a Board Policy on Customer Value, Affordability, and Rate Design, which sets forth the Board's commitment to establishing rates and tariffs that equitably allocate costs, provide customers with the opportunity to save money, employ innovative rate designs, encourage conservation, efficient use of energy resources, and the transition to a carbon-free economy, and offer programs to maintain electric bills that are a reasonable percentage of income for low-income customers; and

WHEREAS, the Board also has adopted a Board Policy on Clean Energy and Power Supply, which sets forth the Board's commitment to achieving a zero-carbon electric grid by 2040, while meeting or exceeding LIPA's share of the clean energy goals of New York's Climate Leadership and Community Protection Act, including those for renewables, offshore wind, distributed solar, and storage; and

WHEREAS, the Board has reviewed the proposal and determined that the proposal is consistent with LIPA's purpose, including as set forth in the Board Policy on Customer Value, Affordability, and Rate Design and the Board Policy on Clean Energy and Power Supply; and

WHEREAS, the Department of Public Service is supportive of this proposal; and

WHEREAS, following the issuance of public notice in the State Register on April 2, 2025, public hearings were held in Suffolk County on June 2, 2025 in person, and in Nassau County on June 3, 2025, in person, by phone and video conference accessible to all customers in LIPA's service territory, and the public comment period has since expired;

NOW, THEREFORE, BE IT RESOLVED, that for the reasons set forth herein and in the accompanying Memorandum, the proposed modifications to LIPA's Tariff, are hereby adopted and approved to be effective October 1, 2025; and be it further

RESOLVED, that the Chief Executive Officer and his designees are authorized to carry out all actions deemed necessary or convenient to implement this Tariff; and be it further

RESOLVED, that the Tariff amendments reflected in the attached redlined Tariff leaves are approved.

Dated: June 25, 2025

Exhibit "A-2"

APPROVAL OF MODIFICATIONS TO LIPA'S TARIFF RELATED TO ELIMINATION OF LEGACY RATE CODES 282 AND 288

WHEREAS, the Board of Trustees (the "Board") of the Long Island Power Authority ("LIPA") has adopted a Board Policy on Customer Value, Affordability, and Rate Design, which sets forth the Board's commitment to establishing rates and tariffs that equitably allocate costs, provide customers with the opportunity to save money, employ innovative rate designs, encourage conservation, efficient use of energy resources, and the transition to a carbon-free economy, and offer programs to maintain electric bills that are a reasonable percentage of income for low-income customers; and

WHEREAS, the Board has also adopted a Board Policy on Clean Energy and Power Supply, which sets forth the Board's commitment to achieving a zero-carbon electric grid by 2040, while meeting or exceeding LIPA's share of the clean energy goals of New York's Climate Leadership and Community Protection Act, including those for renewables, offshore wind, distributed solar, and storage; and

WHEREAS, the Board has reviewed the proposal and determined that the proposal is consistent with LIPA's purpose, including as set forth in the Board Policy on Customer Value, Affordability, and Rate Design and the Board Policy on Clean Energy and Power Supply; and

WHEREAS, the Department of Public Service is supportive of this proposal; and

WHEREAS, following the issuance of public notice in the State Register on April 2, 2025, public hearings were held in Suffolk County on June 2, 2024, in person, and in Nassau County on June 3, 2025, in person, by phone and video conference accessible to all customers in LIPA's service territory, and the public comment period has since expired;

NOW, THEREFORE, BE IT RESOLVED, that for the reasons set forth herein and in the accompanying Memorandum, the proposed modifications to LIPA's Tariff are hereby adopted and approved to be effective January 1, 2026; and be it further

RESOLVED, that the Chief Executive Officer and his designees are authorized to carry out all actions deemed necessary or convenient to implement this Tariff; and be it further

RESOLVED, that the Tariff amendments reflected in the attached redlined Tariff leaves are approved.

Dated: June 25, 2025

Table of Contents (continued):

VIII.SERVICE CLASSIFICATIONS (continued):

J. SERVICE CLASSIFICATION NO. 2 – EVC 281
Commercial Electric Vehicle Charging Rates for 281 Customers:
(Rate Codes: E1296, E2296, E3296, E4296)

1. Definition:
The Sum of the Electric Vehicle ("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 at the Customer's site (the "Sum"). The Sum of the EV Charging Capacity will be established by the Customer's load letter and the Authority's ability to deliver load to the EV chargers.

2. Who Is Eligible
Effective January 1, 2027, Customers who are eligible for Rate Codes 281. Customers are subject to all Rate 281 provisions unless modified in 2-EVC 281 and, when:

a) A Customer has a Charging Ratio of fifty percent (50%) or greater.

b) The Authority will calculate the Charging Ratio to determine eligibility as follows:
(1) For Customers with separately metered EV charging load (Customers with no more than 10 kW of non-EV charging ancillary load), the Charging Ratio will be equal to one hundred percent (100%).
(2) For Customers with EV charging load commingled with other on-site loads, the Charging Ratio will be calculated as the ratio of the (i) the sum of the EV Charging Capacity in kW to (ii) the sum of the maximum kW demands of all loads that could occur simultaneously on the Customer's account including the Customer's EV Charging Capacity in kW.

c) The Charging Ratio shall be determined during the application process once the Authority completes the Customer's installation design. The Charging Ratio shall remain until such time that the Customer provides a new load letter revising the Customer's electric load; or the Authority re-evaluate the Charging Ratio based on actual equipment performance at the Customer's site.

d) For qualifying Customers with a Charging Ratio of fifty percent (50%) or greater, the Authority will calculate, twice (2x) per year, an annual Load Factor ("LF") that will determine the EV Charging Rate tier that will apply to the Customer.
(1) The annual LF is determined based on the Customer's load data from the prior January through December. This LF will be used to determine the tier that will be applicable to the Customer's bills beginning with the bill having a "from" date on or after the following February 1.
(2) The annual LF is determined based on the Customer's load data from the prior July through June. This LF will be used to determine the tier that will be applicable to the Customer's bills beginning with the bill having a "from" date on or after the following August 1.
(3) The annual LF will be calculated as follows:
(a) For Customers with EV Charging Load and Other On-Site Load
Annual LF shall be determined by dividing the kWh usage during a twelve (12) month period by the product of the sum of the EV Charging Capacity in kW and the number of hours in the twelve (12) month period.
(b) For Customers with Separately Metered EV Charging Load (Customers with no more than 10 kW of non-EV charging ancillary load)
Annual LF shall be determined by dividing the kWh usage during a twelve (12) month period by the product of the maximum demand during that twelve (12) month period and the number of hours in the twelve (12) month period.

VIII.SERVICE CLASSIFICATIONS (continued):

J. SERVICE CLASSIFICATION NO. 2 – EVC 281
Commercial Electric Vehicle Charging Rates for 281 Customers:
(Rate Codes: E1296, E2296, E3296, E4296)
Who is Eligible (continued):

e) For new qualifying Customers that do not have at least six (6) months of existing load data as of December or June billing periods of that year, will be placed on Tier 1 (Rate Code E1294) until such time that at least one (1) measurement period (1 measurement period = 6 months) ("Measurement Period") of load data is available for use in calculating the LF for determination of the appropriate tier. For these Customers, the LF calculations described above shall be performed based on one Measurement Period (January to June or July to December) until such time that the annual LF can be calculated based on twelve (12) months of load data.

f) Service under this section will commence with the Customer's first bill having a "from" date on or after the Customer's enrollment under this Tariff. A Customer who elects to no longer participate in this Tariff will be ineligible for future participation under this Tariff unless the Customer can demonstrate to the Authority that there has been a change to the number or type of EV chargers associated with the account at which time the Customer may opt back on to this Tariff and will be placed in the applicable tier as described herein provided the Customer has a Charging Ratio of at least 50 percent (50%).

g) To the extent that the annual LF of a Customer is twenty-five percent (25%) or greater for two (2) consecutive Measurement Periods, such Customer will no longer be eligible for this Tariff. Such Customer may have the ability to opt back onto this Tariff if it can be demonstrated to the Authority that there has been a change to the number or type of EV chargers associated with the account and the Customer has a Charging Ratio of at least fifty percent (50%).

h) Customers that are made ineligible by the annual LF greater than twenty-five percent (25%) may request to be re-evaluated. To the extent that the annual LF of the currently ineligible Customer is less than twenty-five percent (25%) over two (2) Measurement Periods, the Customer will be made eligible for EV Charging Rates.

i) An AMI meter capable of interval billing must be installed prior to enrollment in the EV Charging Rate.

j) The Authority will commence billing on the Customer's next bill cycle for the Authority service if practical, but no later than the second billing cycle after receipt of the Customer application.

VIII.SERVICE CLASSIFICATIONS (continued):

J. SERVICE CLASSIFICATION NO. 2 – EVC 281
Commercial Electric Vehicle Charging Rates for 281 Customers:
(Rate Codes: E1296, E2296, E3296, E4296)

3. Who is Not Eligible

Customers who are not eligible for this Service Classification include:

a) Those Customers not eligible for Rate Codes 281;

b) Those participating in the Authority's DCFC incentive program;

c) Customers with an Annual LF of 25% or greater

d) Customers with an EV Charging Ratio of below 50%.

e) Customers already receiving delivery discounts from other programs (i.e., Business Attraction/Expansion Program).

f) Net metering Customers including Community Distributed Generation (CDG) and Remote Net Metering.

g) Seasonal, Short-term, or Temporary Customers.

4. Character of Service

a) Continuous, 60 hertz, alternating current.

b) Radial secondary service at approximately 120/208, 120/240, or 277/480 volts, three phase; network system 120/208 or 277/480, depending on the size and characteristics of the load and the circuit supplying the service.

VIII.SERVICE CLASSIFICATIONS (continued):

J. SERVICE CLASSIFICATION NO. 2 – EVC 281
Commercial Electric Vehicle Charging Rates for 281 Customers:
(Rate Codes: E1296, E2296, E3296, E4296)

5. Periods

Time Period	Summer (June-September)	Winter (October-May)
Peak	3 PM – 7 PM, M-F (excluding Federal Holidays)	3 PM – 7 PM, M-F (excluding Federal Holidays)
Off-Peak	6 AM – 3 PM and 7 PM – 11 PM, M-F 6 AM – 11 PM, S-S	6 AM – 3 PM and 7 PM – 11 PM, M-F 6 AM – 11 PM, S-S
Super Off-Peak	11 PM – 6 AM, Every day	11 PM – 6 AM, Every day

6. Rates and Charges per Meter per Month

a) Schedule of Rates

The rates for the service code are set forth below.

Rate Code E1296 (Tier 1): Customers with an Annual LF less than or equal to ten percent (LF ≤ 10%)

Service Charge per day	$x.xx	
	Summer	Winter
Demand Charges, per kW of maximum demand		
On Peak	$x.xxxx	$x.xxxx
Off-Peak	$x.xxxx	$x.xxxx
Energy Charge, per kWh		
On Peak	$x.xxxx	$x.xxxx
Off-Peak	$x.xxxx	$x.xxxx
Super Off-Peak	$x.xxxx	$x.xxxx

VIII.SERVICE CLASSIFICATIONS (continued):

J. SERVICE CLASSIFICATION NO. 2 – EVC 281
Commercial Electric Vehicle Charging Rates for 281 Customers:
(Rate Codes: E1296, E2296, E3296, E4296)
Rates and Charges per Meter per Month (continued):

Rate Code E2296 (Tier 2): Customers with an Annual LF greater than ten percent and less than or equal to fifteen percent (10% > LF ≤ 15%)

Service Charge per day	$x.xx	
	Summer	Winter
Demand Charges, per kW of maximum demand		
On Peak	$x.xxxx	$x.xxxx
Off-Peak	$x.xxxx	$x.xxxx
Energy Charge, per kWh		
On Peak	$x.xxxx	$x.xxxx
Off-Peak	$x.xxxx	$x.xxxx
Super Off-Peak	$x.xxxx	$x.xxxx

Rate Code E3296 (Tier 3): Customers with an Annual LF greater than 15 percent and less than or equal to 20 percent (15% > LF ≤ 20%)

Service Charge per day	$x.xx	
	Summer	Winter
Demand Charges, per kW of maximum demand		
On Peak	$x.xxxx	$x.xxxx
Off-Peak	$x.xxxx	$x.xxxx
Energy Charge, per kWh		
On Peak	$x.xxxx	$x.xxxx
Off-Peak	$x.xxxx	$x.xxxx
Super Off-Peak	$x.xxxx	$x.xxxx

VIII.SERVICE CLASSIFICATIONS (continued):

J. SERVICE CLASSIFICATION NO. 2 – EVC 281
Commercial Electric Vehicle Charging Rates for 281 Customers:
(Rate Codes: E1296, E2296, E3296, E4296)
Rates and Charges per Meter per Month (continued):

Rate Code E4296 (Tier 4): Customers with an Annual Load Factor greater than 20 percent and less than 25 percent (20% > LF < 25%)

	Summer	Winter
Demand Charges, per kW of maximum demand		
On Peak	$x.xxxx	$x.xxxx
Off-Peak	$x.xxxx	$x.xxxx
Energy Charge, per kWh		
On Peak	$x.xxxx	$x.xxxx
Off-Peak	$x.xxxx	$x.xxxx
Super Off-Peak	$x.xxxx	$x.xxxx

b) Adjustments to Rates and Charges

Each Customer's bill will be adjusted for the Power Supply Charge, Increases in Rates and Charges to Recover PILOT Payments, the Shoreham Property Tax Settlement Rider, the Distributed Energy Resources Cost Recovery Rate, the Merchant Function Charge, the New York State Assessment Factor, Revenue Decoupling Mechanism, the Securitization Offset Charge, and the Delivery Service Adjustment.

7. How Demand is Determined

The Authority will furnish and maintain a demand meter of standard type to determine the demand. The demand is the maximum 15-minute demand during the month in each Rate Period, taken to the nearest one-tenth (1/10) kilowatt.

VIII.SERVICE CLASSIFICATIONS (continued):

J. SERVICE CLASSIFICATION NO. 2 – EVC 281
Commercial Electric Vehicle Charging Rates for 281 Customers:
(Rate Codes: E1296, E2296, E3296, E4296)

8. Terms of Payment

The Customer shall pay the balance due in cash, including checks and money orders, on receiving the bill. Late payments shall be subject to Late Payment Charges.

9. Terms of Service

a) The Authority will provide service to the Customer for at least one (1) year and until service is terminated either by the Customer or the Authority.

b) The Customer shall give the Authority thirty (30) days written notice when requesting termination of service.

c) The Authority may terminate service to the Customer in accordance with the provisions of this Tariff, after giving the Customer thirty (30) days written notice.

d) The Authority may require the Customer to take service at rates effective for a longer term because of the investment required or other unusual conditions related to the service.

10. Special Provisions

a) Changes in Eligibility of Existing Accounts

If there is an Applicant for an existing account, but the Authority believes the Applicant's business activity will change the characteristics of the account's loads, the account will be considered a new account for Service Classification purposes.

c) Customer charging station is subject to site inspection as determined by the Authority.

d) The Authority retains the right to request supporting documentation including separately metered EV Charging loads to assess Charging Ratios.

VIII.SERVICE CLASSIFICATIONS (continued):

J.1 SERVICE CLASSIFICATION NO. 2 – EVC 285
Commercial Electric Vehicle Charging Rates for 285 Customers:
(Rate Codes: E1295, E2295, E3295, E4295)

1. Definition:
The Sum of the Electric Vehicle ("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 at the Customer's site (the "Sum"). The Sum of the EV Charging Capacity will be established by the Customer's load letter and the Authority's ability to deliver load to the EV chargers.

2. Who Is Eligible
Customers who are eligible for Rate Codes 285. Customers are subject to all Rate 285 provisions unless modified in 2-EVC 285 and, when:

a) A Customer has a Charging Ratio of fifty percent (50%) or greater.

b) The Authority will calculate the Charging Ratio to determine eligibility as follows:
(1) For Customers with separately metered EV charging load (Customers with no more than 10 kW of non-EV charging ancillary load), the Charging Ratio will be equal to one hundred percent (100%).
(2) For Customers with EV charging load commingled with other on-site loads, the Charging Ratio will be calculated as the ratio of the (i) the sum of the EV Charging Capacity in kW to (ii) the sum of the maximum kW demands of all loads that could occur simultaneously on the Customer's account including the Customer's EV Charging Capacity in kW.

c) The Charging Ratio shall be determined during the application process once the Authority completes the Customer's installation design. The Charging Ratio shall remain until such time that the Customer provides a new load letter revising the Customer's electric load; or the Authority re-evaluate the Charging Ratio based on actual equipment performance at the Customer's site.

d) For qualifying Customers with a Charging Ratio of fifty percent (50%) or greater, the Authority will calculate, twice (2x) per year, an annual Load Factor ("LF") that will determine the EV Charging Rate tier that will apply to the Customer.
(1) The Annual LF is determined based on the Customer's load data from the prior January through December. This LF will be used to determine the tier that will be applicable to the Customer's bills beginning with the bill having a "from" date on or after the following February 1.
(2) The Annual LF is determined based on the Customer's load data from the prior July through June. This LF will be used to determine the tier that will be applicable to the Customer's bills beginning with the bill having a "from" date on or after the following August 1.
(3) The Annual LF will be calculated as follows:
(a) For Customers with EV Charging Load and Other On-Site Load
Annual LF shall be determined by dividing the kWh usage during a twelve (12) month period by the product of the sum of the EV Charging Capacity in kW and the number of hours in the twelve (12) month period.
(b) For Customers with Separately Metered EV Charging Load (Customers with no more than 10 kW of non-EV charging ancillary load)
Annual LF shall be determined by dividing the kWh usage during a twelve (12) month period by the product of the maximum demand during that twelve (12) month period and the number of hours in the twelve (12) month period.

VIII.SERVICE CLASSIFICATIONS (continued):

J.1 SERVICE CLASSIFICATION NO. 2 – EVC 285
Commercial Electric Vehicle Charging Rates for 285 Customers:
(Rate Codes: E1295, E2295, E3295, E4295)
Who is Eligible (continued):

e) For new qualifying Customers that do not have at least six (6) months of existing load data as of December or June billing periods of that year, will be placed on Tier 1 (Rate Code E1295) until such time that at one (1) measurement period (1 measurement period = 6 months) ("Measurement Period") of load data is available for use in calculating the LF for determination of the appropriate tier. For these Customers, the LF calculations described above shall be performed based on one Measuring Period (January to June or July to December) until such time that the annual LF can be calculated based on twelve (12) months of load data.

f) Service under this section will commence with the Customer's first bill having a "from" date on or after the Customer's enrollment under this Tariff. A Customer who elects to no longer participate in this Tariff will be ineligible for future participation under this Tariff unless the Customer can demonstrate to the Authority that there has been a change to the number or type of EV chargers associated with the account at which time the Customer may opt back on to this Tariff and will be placed in the applicable tier as described herein provided the Customer has a Charging Ratio of at least 50 percent (50%).

g) To the extent that the annual LF of a Customer is twenty-five percent (25%) or greater for two (2) consecutive Measurement Periods, such Customer will no longer be eligible for this Tariff. Such Customer may have the ability to opt back onto this Tariff if it can be demonstrated to the Authority that there has been a change to the number or type of EV chargers associated with the account and the Customer has a Charging Ratio of at least fifty percent (50%).

h) Customers that are made ineligible by the annual LF greater than twenty-five percent (25%) may request to be re-evaluated. To the extent that the annual LF of the currently ineligible Customer is less than twenty-five percent (25%) over two (2) Measurement Periods, the Customer will be made eligible for EV Charging Rates.

i) An AMI meter capable of interval billing must be installed prior to enrollment in the EV Charging Rate.

j) The Authority will commence billing on the Customer's next bill cycle for the Authority service if practical, but no later than the second billing cycle after receipt of the Customer application.

VIII.SERVICE CLASSIFICATIONS (continued):

J.1 SERVICE CLASSIFICATION NO. 2 – EVC 285
Commercial Electric Vehicle Charging Rates for 285 Customers:
(Rate Codes: E1295, E2295, E3295, E4295)

3. Who is Not Eligible

Customers who are not eligible for this Service Classification include:

a) Those customers not eligible for Rate Codes 285;

b) Those participating in the Authority's DCFC incentive program;

c) Customers with an Annual LF of 25% or greater

d) Customers with an EV Charging Ratio of below 50%.

e) Customers already receiving delivery discounts from other programs (i.e., Business Attraction/Expansion Program).

f) Net metering Customers including Community Distributed Generation (CDG) and Remote Net Metering.

g) Seasonal, Short-term, or Temporary Customers.

4. Character of Service

a) Continuous, 60 hertz, alternating current.

b) Radial secondary service at approximately 120/208, 120/240, or 277/480 volts, three phase; network system 120/208 or 277/480, depending on the size and characteristics of the load and the circuit supplying the service.

c) Radial primary service at approximately 2,400/4,160, 7,620/13,200 volts or higher, depending on the size and characteristics of the load and the circuit supplying the service.

d) The Authority may consider loads with a minimum estimated demand of 10,000 kW for service at 69,000 volts or higher.

e) The Primary Rate will also apply to Customers served at 23,000 or 33,000 volts.

f) The Transmission Rate will apply to Customers served at 69,000 volts or higher.

VIII.SERVICE CLASSIFICATIONS (continued):

J.1 SERVICE CLASSIFICATION NO. 2 – EVC 285
Commercial Electric Vehicle Charging Rates for 285 Customers:
(Rate Codes: E1295, E2295, E3295, E4295)

5. Periods

Time Period	Summer (June-September)	Winter (October-May)
Peak	3 PM – 7 PM, M-F (excluding Federal Holidays)	N/A
Off-Peak	6 AM – 3 PM and 7 PM – 11 PM, M-F 6 AM – 11 PM, S-S	6 AM – 11 PM, Every day
Super Off-Peak	11 PM – 6 AM, Every day	11 PM – 6 AM, Every day

6. Rates and Charges per Meter per Month

b) Schedule of Rates

The rates for the service code are set forth below.

Rate Code E1295 (Tier 1): Customers with an Annual LF less than or equal to ten percent (LF ≤ 10%)

	Secondary	Primary	Transmission
Service Charge per day	$3.68	$4.99	$4.99
Demand Charges, per kW of maximum demand			
On Peak	$0.000	$0.000	$0.000
Off-Peak	$0.000	$0.000	$0.000
Energy Charge, per kWh			
On Peak	$0.1462	$0.1161	$0.1025
Off-Peak	$0.0732	$0.0586	$0.0509
Super Off-Peak	$0.0439	$0.0352	$0.0305

VIII.SERVICE CLASSIFICATIONS (continued):

J.1 SERVICE CLASSIFICATION NO. 2 – EVC 285
Commercial Electric Vehicle Charging Rates for 285 Customers:
(Rate Codes: E1295, E2295, E3295, E4295)
Rates and Charges per Meter per Month (continued):

Rate Code E2295 (Tier 2): Customers with an Annual LF greater than ten percent and less than or equal to fifteen percent (10% > LF ≤ 15%)

	Secondary	Primary	Transmission
Service Charge per day	$3.68	$4.99	$4.99
Demand Charges, per kW of maximum demand			
On Peak	$4.2892	$3.5376	$2.9121
Off-Peak	$3.9272	$3.2333	$2.6618
Energy Charge, per kWh			
On Peak	$0.1246	$0.0993	$0.0870
Off-Peak	$0.0620	$0.0500	$0.0439
Super Off-Peak	$0.0372	$0.0300	$0.0263

Rate Code E3295 (Tier 3): Customers with an Annual LF greater than 15 percent and less than or equal to 20 percent (15% > LF ≤ 20%)

	Secondary	Primary	Transmission
Service Charge per day	$3.68	$4.99	$4.99
Demand Charges, per kW of maximum demand			
On Peak	$8.5785	$7.0751	$5.8245
Off-Peak	$7.8544	$6.4666	$5.3235
Energy Charge, per kWh			
On Peak	$0.1017	$0.0824	$0.0729
Off-Peak	$0.0509	$0.0414	$0.0368
Super Off-Peak	$0.0305	$0.0248	$0.0221

VIII.SERVICE CLASSIFICATIONS (continued):

J.1 SERVICE CLASSIFICATION NO. 2 – EVC 285
Commercial Electric Vehicle Charging Rates for 285 Customers:
(Rate Codes: E1295, E2295, E3295, E4295)
Rates and Charges per Meter per Month (continued):

Rate Code E4295 (Tier 4): Customers with an Annual Load Factor greater than 20 percent and less than 25 percent (20% > LF < 25%)

	Secondary	Primary	Transmission
Service Charge per day	$3.68	$4.99	$4.99
Demand Charges, per kW of maximum demand			
On Peak	$12.8675	$10.6127	$8.7366
Off-Peak	$11.7817	$9.6999	$7.9853
Energy Charge, per kWh			
On Peak	$0.0802	$0.0650	$0.0594
Off-Peak	$0.0397	$0.0328	$0.0297
Super Off-Peak	$0.0238	$0.0197	$0.0178

c) Adjustments to Rates and Charges

Each Customer's bill will be adjusted for the Power Supply Charge, Increases in Rates and Charges to Recover PILOT Payments, the Shoreham Property Tax Settlement Rider, the Distributed Energy Resources Cost Recovery Rate, the Merchant Function Charge, the New York State Assessment Factor, Revenue Decoupling Mechanism, the Securitization Offset Charge, and the Delivery Service Adjustment.

7. How Demand is Determined

The Authority will furnish and maintain a demand meter of standard type to determine the demand. The demand is the maximum 15-minute demand during the month in each Rate Period, taken to the nearest one-tenth (1/10) kilowatt.

VIII.SERVICE CLASSIFICATIONS (continued):

J.1 SERVICE CLASSIFICATION NO. 2 – EVC 285
Commercial Electric Vehicle Charging Rates for 285 Customers:
(Rate Codes: E1295, E2295, E3295, E4295)

8. Terms of Payment

The Customer shall pay the balance due in cash, including checks and money orders, on receiving the bill. Late payments shall be subject to Late Payment Charges.

9. Terms of Service

e) The Authority will provide service to the Customer for at least one (1) year and until service is terminated either by the Customer or the Authority.

f) The Customer shall give the Authority thirty (30) days written notice when requesting termination of service.

g) The Authority may terminate service to the Customer in accordance with the provisions of this Tariff, after giving the Customer thirty (30) days written notice.

h) The Authority may require the Customer to take service at rates effective for a longer term because of the investment required or other unusual conditions related to the service.

10. Special Provisions

b) Requirements for Service at 69,000 Volts or Higher

The Applicant shall provide and maintain voltage regulating equipment and circuit breakers complete with accessory equipment, using the procedures and schedules specified by the Authority.

c) Changes in Eligibility of Existing Accounts

If there is an Applicant for an existing account, but the Authority believes the Applicant's business activity will change the characteristics of the account's loads, the account will be considered a new account for Service Classification purposes.

e) Customer charging station is subject to site inspection as determined by the Authority.

f) The Authority retains the right to request supporting documentation including separately metered EV Charging loads to assess Charging Ratios.

IV. Billing Process and Payment of Bills (continued):

A. Meter Reading, Billing Periods, and Estimated Bills (continued):
Estimated Bills for Nonresidential Customers (continued):

d) Suspension of No-Access Notices and Charges

Except for demand-billed Customers, the Authority may, if it chooses, stop issuing no-access notices or charges for up to ninety (90) days, if the Access Controller contacts the Authority and provides a valid reason for postponing access.

e) Responsibility for Legal Costs

The Access Controller shall pay all the legal costs involved with gaining access to the Customer's meter.

9. Delivery of Bills

The Authority will deliver bills to Customers, by mail or by hand, to the service address, to an address provided by the Customer, or to the last known address of the Customer.

10. Daylight Savings Time

Effective March 2007, where metering constraints limit the ability to reflect the revised start and end dates for Daylight Savings Time (DST), Rate Codes ~~282,~~ 284, M284, 285, M285, 289, 680 and 681 shall continue to be metered at DST between the first Sunday of April and the last Sunday of October and at Eastern Standard Time (EST) for the remainder of the year. Furthermore, when meters of the above mentioned rate codes are re-programmed or replaced, their energy shall be metered and billed in accordance with the applicable DST time frame, as defined by federal law.

Effective October 2013, if a Customer's meter is configured to measure and record usage based on prevailing time, the definition of rating periods will be based on prevailing time. This includes Service Classifications (rate codes) 2-VMRP (292~~88~~). This change will apply to all newly installed meters. Furthermore, when meters of the above mentioned rate codes are re-programmed or replaced, their energy shall be metered and billed in accordance with prevailing time and not DST.

VII. ADJUSTMENTS TO RATES AND CHARGES OF SERVICE CLASSIFICATIONS (continued):

F. Distributed Energy Resources Cost Recovery Rate (continued):

1. Calculation of the Distributed Energy Resources Cost Recovery Rate

   The Distributed Energy Resources Cost Recovery Rate will be calculated separately for Small Customers and Large Customers. For Small Customers and Large Customers separately, the Distributed Energy Resources Cost Recovery Rate will be calculated as the sum of the eligible costs divided by the forecasted energy sales.

   a) The Authority will prepare and retain on file a "Statement of Distributed Energy Resources Cost Recovery Rate". The Statement will be available at the Authority's Business Offices.

   b) The Statement will show the authorized amounts to be recovered and the expected energy sales over which the authorized amounts will be recovered.

   c) The Distributed Energy Resources Cost Recovery Rate will be set annually, effective January 1 of each year.

   d) The Distributed Energy Resources Cost Recovery Rate may be reset during the year, based on updated values that have been approved by the Authority Board of Trustees.

   e) The Distributed Energy Resources Cost Recovery Rate will be rounded to the nearest 0.0001 cents per kWh.

2. Definition of Small and Large Customers

   For purposes of the Distributed Energy Resources Cost Recovery Rate, the following definitions of Small Customers and Large Customers will apply.

   a) The Small Customer Distributed Energy Resources Cost Recovery Rate applies to:

      (1) Service Classification No. 1 (Rate Codes: 180, 194, 195, 580)

      (2) Service Classification No. 1-VTOU (Rate Codes: 190, 191, 192, 193)

      (3) Service Classification No. 2 (Rate Code 280)

      (4) Service Classification No. 2-VMRP (Rate Code ~~288,~~ 292)

      (5) Service Classification Nos. 5, 7, 7A and 10 (Rate Codes 980, 780, 781, 782, 1580, 1581)

   b) The Large Customer Distributed Energy Resources Cost Recovery Rate applies to:

      (1) Service Classification Nos. 2-L, and 2L-VMRP, 2-VMRP (Rate Codes 281, 283, 291, ~~28~~294)

      (2) Service Classification No. 2-MRP (Rate Codes 284, 285, M284, M285)

      (3) Service Classification Nos. 12 and 13 (Rate Codes 680, 681, 278)

   c) Retail Customers participating in the Long Island Choice or Green Choice Program are subject to the Distributed Energy Resources Cost Recovery Rate according to their base rate Service Classification.

   d) Energy Service Companies (ESCOs) receiving service under Service Classification No. 14 are not subject to the Distributed Energy Resources Cost Recovery Rate.

   e) Energy delivered under the Recharge NY Power Program is not subject to the Distributed Energy Resources Cost Recovery Rate. (Rate Code 680). Energy delivered under Rate Code 680 but not under the Recharge NY Power Program is subject to the Distributed Energy Resources Cost Recovery Rate.

VII. ADJUSTMENTS TO RATES AND CHARGES OF SERVICE CLASSIFICATIONS (continued):

J. Revenue Decoupling Mechanism

1. Purpose

The purpose of the Revenue Decoupling Mechanism is to recover approved Delivery Service Revenues from customers. Actual Delivery Service Revenues are reconciled to the approved Delivery Service Revenues through the Revenue Decoupling Mechanism for certain Service Classifications groups, as described below,

2. Definitions

For the purposes of the Revenue Decoupling Mechanism, the following Service Classification Groups will apply.

a) Residential

(1) Service Classification No. 1 (Rate Codes: 180, 194, 195, 580)

(2) Service Classification No. 1-VTOU (Rate Codes: 190, 191, 192, 193)

b) Small Commercial

(1) Service Classification No. 2 (Rate Code 280)

(2) Service Classification No. 2-VMRP (Rate Code~~s 288,~~ 292)

c) Large Commercial excluding mandatory demand metered service with multiple rate periods:

(1) Service Classification No. 2-L (Rate Codes 281, 283, 291)

(2) Service Classification No. 2L-VMRP (Rate Code~~s 282,~~ 294)

d) Mandatory Large Demand Metered Service with Multiple Rate Periods

(1) Service Classification No. 2-MRP (Rate Codes 284, 285, M284, M285)

VII. ADJUSTMENTS TO RATES AND CHARGES OF SERVICE CLASSIFICATIONS: (continued):

M. Merchant Function Charge ("MFC") and Purchase of Receivables from ESCOs

1. Purpose
The Merchant Function Charge is a mechanism that recovers from Full Requirements customers the following costs associated with providing the service:

a) Electricity Supply Procurement
b) Electricity Supply Credit and Collection
c) Electricity Supply Uncollectible Expenses
d) Debt Service on Purchased Power Costs

2. Definitions

The Merchant Function Charge will apply to Full Requirements Customers receiving service under the following Service Classifications.

a) Residential

(1) Service Classification No. 1 (Rate Codes: 180, 580)
(2) Service Classification No. 1-VTOU (Rate Codes: 190, 191, 192, 193)

b) Small Commercial

(1) Service Classification No. 2 (Rate Code 280)
(2) Service Classification No. 2-VMRP (Rate Code~~s 288~~ 292)
(3) Service Classification No. 7 and No. 7A (Rate Codes 780, 781, 782)

c) Large Commercial excluding mandatory demand metered service with multiple rate periods:

(1) Service Classification No. 2-L (Rate Codes 281, 283, 291)
(2) Service Classification No. 2L-VMRP (Rate Code ~~282~~ 294)

d) Other Service Classification

(1) Service Classification No. 2-MRP (Rate Codes 284, 285, M284, M285)
(2) Service Classification No. 5 and No. 10 (Rate Codes 980, 1580, 1581)

3. Calculation of MFC

a) Electricity Supply Procurement: The Electricity Supply Procurement Rate will be calculated based on the budgeted amount of Electric Supply Procurement costs divided by all budgeted bundled sales of the applicable Service Classification Group.
b) Electricity Supply Credit and Collection: The Electricity Supply Credit and Collection Rate will be calculated based on the budgeted amount of Electric Supply Credit and Collection costs divided by all budgeted bundled sales of the applicable Service Classification Group.
c) Electricity Supply Uncollectible Expenses: The Electricity Supply Uncollectible Rate will be calculated based on the budgeted amount of Electric Supply Uncollectible Expenses divided by all budgeted bundled sales of the applicable Service Classification Group.
d) Debt Service on Purchased Power Costs: The Electricity Supply Debt Service Rate will be calculated based on the budgeted amount of Electric Supply Debt Service costs divided by all budgeted bundled sales of the applicable Service Classification Group.

VIII.SERVICE CLASSIFICATIONS (continued):

E. SERVICE CLASSIFICATION NO. 2-VMRP
Voluntary Small General Service With Multiple Rate Periods:
(Rate Code: ~~288,~~ 292)

1. Who Is Eligible

   a) Customers who will use the service on a voluntary basis as an alternative to Service Classification No. 2, for any purposes other than Residential, when the Authority estimates that the Applicant's demand will be less than 7 kW, subject to Special Provision 10.b. below.

   b) A Customer, as described in a. above, that has the option under Service Classification No. 12 – Backup and Maintenance Service, of choosing to pay the rates and charges associated with a different Service Classification.

   c) ~~For Rate Code 292, C~~customers must have Advanced Metering Infrastructure (AMI) installed to qualify.

   d) A Customer is not eligible to return to Rate Code 292 for a period of twelve (12) months from its date of exit from Rate Code 292.

   e) Effective January 1, 2026, Rate Code 288 is no longer available to Customers. Customers participating in Rate Code 288 as of December 1, 2025 will be transferred to Rate Code 292 on their December 2025 billing date unless they do not qualify for Rate Code 292 or request another rate code available to them at least thirty (30) days before December 1, 2025. Rate Code 288 customers without an AMI meter will be transferred to Rate Code 280.

   ~~c) Customers who are not eligible for Voluntary Small General Service with Multiple Rate Periods (2-VMRP):~~
   ~~(1) Effective January 1, 2019, Rate Code 288 is no longer available to new or transferring customers. Customers may request Rate Code 292.~~
   ~~(2) A customer is not eligible to return to Rate Code 292 for a period of twelve (12) months from its date of exit from Rate Code 292.~~

2. Character of Service

   a) Continuous, 60 hertz, alternating current.

   b) Radial secondary service at approximately 120/208, 120/240 or 277/480 volts, single or three phase; network system 120/208 or 277/480 single or three-phase; depending on the size and characteristics of the load and the circuit supplying the service.

3. Seasons ~~(for Rate Code 292)~~
   Summer Season: June 1 through September 30 inclusive
   Winter Season: December 1 through March 31 inclusive
   Shoulder Season: April 1 through May 31 inclusive and October 1 through November 30 inclusive.

4. Periods

   The rates will have multiple time periods in each day. The time periods within the schedule of

rates for each rate code.

5. Power Supply Charges ~~(for Rate Code 292):~~

   a) The Power Supply Charge will vary for each period.

   b) The Authority will publish the rates as part of the Statement of Power Supply Charge. The Statement will be available at the Authority's business offices.

VIII.SERVICE CLASSIFICATIONS (continued):

E. SERVICE CLASSIFICATION NO. 2-VMRP
Voluntary Small General Service With Multiple Rate Periods: (continued)
(Rate Code~~s~~: ~~288,~~ 292)

6. Rates and Charges per Meter:

a) Schedule of Rates

The rates for this service code are found below

~~Rate Code 288 June to September Inclusive October to May Inclusive~~

~~Service Charge per day $ 0.5400 $ 0.5400~~

~~Energy Charge per kWh~~

~~Daylight Savings Time 8 p.m. to 10 a.m., and Saturday and Sunday Period 1 $ 0.0751 Period 2 $ 0.0482~~

~~Daylight Savings Time 10 a.m. to 8 p.m. Weekdays $ 0.4837 Period 3 $ 0.1334 Period 4~~

Rate Code 292

Service Charge per day $ 0.5400

Energy Charge per kWh	Summer Season	Winter Season	Shoulder Season
Peak	$ 0.2448	$ 0.1978	$ 0.1389
Off-Peak	$ 0.1239	$ 0.1239	$ 0.1239
Super Off-Peak	$ 0.0744	$ 0.0744	$ 0.0744

Periods:

Peak:	3:00 PM – 7:00 PM Monday through Friday excluding Federal Holidays
Off-Peak:	6:00 AM – 3:00 PM and 7:00 PM – 11:00 PM Monday through Friday, and 6:00 AM – 11:00 PM on Saturday, Sunday and Federal Holidays
Super Off-Peak:	11:00 PM – 6:00 AM all days

b) Adjustments to Rates and Charges

Each Customer's bill will be adjusted for the Power Supply Charge, Increases in Rates and Charges to Recover PILOT Payments, the Shoreham Property Tax Settlement Rider, the Distributed Energy Resources Cost Recovery Rate, the Merchant Function Charge, the New York State Assessment Factor, Revenue Decoupling Mechanism, the Securitization Offset Charge, and the Delivery Service Adjustment.

Each Customer's bill may be adjusted for the following additional charges:

i) Customer Benefit Contribution Charge as identified in Section VII.L
ii) Visual Benefit Assessment as identified in Section VII.G
iii) Undergrounding Charge as identified in Section III.D

VIII.SERVICE CLASSIFICATIONS (continued):

E. SERVICE CLASSIFICATION NO. 2-VMRP
Voluntary Small General Service With Multiple Rate Periods: (continued)
(Rate Code~~s~~: ~~288,~~ 292)

7. Minimum Charge

The Minimum Charge is the Service ~~and Meter~~ Charge, plus Adjustments to Rates and Charges.

8. Terms of Payment

The Customer shall pay the balance due in cash, including checks and money orders, on receiving the bill. Late payments shall be subject to Late Payment Charges.

9. Term of Service

a) The Authority will provide service to the Customer until service is terminated either by the Customer or the Authority.

b) The Customer shall give the Authority five (5) days written notice when requesting termination of service.

c) The Authority may terminate service to the Customer in accordance with the provisions of this Tariff.

10. Special Provisions

a) Corrective Equipment Requirements

When the installation includes welders, x-rays, or other apparatus having a highly fluctuating or large instantaneous demand, the Customer shall provide batteries, rotating equipment, or other corrective equipment to reduce the inrush current to an amount acceptable to the Authority.

b) Transfer to Service Classification No. 2-L, or 2L-VMRP

(1) Customers will be transferred to Service Classification No. 2-L, or at their option 2L-VMRP when:

(a) For monthly-billed Customers, electric use during the last twelve (12) months has equaled or been greater than 2,000 kWh in each of two (2) consecutive monthly billing periods, or

(b) For bimonthly-billed Customers, electric use during the last twelve (12) months has equaled or been greater than 4,000 kWh in two (2) consecutive bimonthly billing periods.

(2) The transfer will take place within ninety (90) days after the Authority certifies that the Customer qualifies for the service.

VIII.SERVICE CLASSIFICATIONS (continued):

E. SERVICE CLASSIFICATION NO. 2-VMRP
Voluntary Small General Service With Multiple Rate Periods: (continued)
(Rate Code~~s~~: ~~288,~~ 292)
Special Provisions (continued):

c) Excelsior Jobs Program

The Excelsior Jobs Program is intended to encourage businesses to expand or relocate to the Authority's Service Area.

(1) The Authority's discount is available to certified participants who increase their load by at least 25%, to a minimum of 7 kW within one (1) year of Excelsior Jobs Program certification, and

(2) Customers who qualify would be transferred to an appropriate demand-meter rate (Service Classification Nos. 2-L, 2L-VMRP, or 2-MRP) and receive rate discounts on charges for the additional energy used as stated under that Service Classification.

d) Service for Religious Purposes, Supervised Community Residences or Veterans' Organizations

(1) Customers under this Service Classification who use electricity for religious purposes, for Community Residences or Veterans' Organizations as specified in Section 76 of the Public Service Law, may apply for a suitable residential service after a minimum term of one (1) year.

(2) The transferring Customer shall submit a new Application to the Authority before the transfer, and

(3) The transfer will take place at the time of the Customer's next meter reading.

VIII.SERVICE CLASSIFICATIONS (continued):

G. SERVICE CLASSIFICATION NO. 2L - VMRP
Voluntary Large Demand Metered Service With Multiple Rate Periods:
(Rate Code~~s~~: ~~282 and~~ 294)

1. Who Is Eligible

Customers who will use the service for purposes other than Residential, when:

a) For monthly-billed Customers, electric usage has been greater than 2,000 kWh in each of two (2) consecutive monthly billing periods, or

b) For bimonthly-billed Customers, electric usage has been greater than 4,000 kWh in two (2) consecutive bimonthly billing periods, or

c) It is estimated by the Authority that the Applicant's demand is 7 kW or more, or

d) A Customer, as described in a. through c. above, that has the option under Service Classification No. 12 – Back-up and Supplemental Service, can choose to pay the rates and charges associated with a different Service Classification.

e) This Service is optional to S.C. No~~s~~. 2-L.

~~e) Effective January 1, 2023, R~~rates Code ~~282 will no longer be available to new or transferring customers. Customers may request Service Classification No. 2L or rate 294.~~

~~f) Effective January 1, 2023, rates M282 will no longer be available to customers. Customers may request Service Classification No. 2L or rate 294.~~

~~g)~~f) ~~Rate Code 294~~ Customers must have Advanced Metering Infrastructure (AMI) installed to qualify.

~~h)~~g) A Customer is not eligible to return to Rate Code 294 for a period of twelve (12) months from its date of exit from Rate Code 294.

h) Effective January 1, 2026, Rate Code 282 is no longer available to Customers. Customers participating in Rate Code 282 as of December 1, 2025 will be transferred to Rate Code 294 on their December 2025 billing date unless they do not qualify for Rate Code 294 or request another rate code available to them at least thirty (30) days before December 1, 2025. Rate Code 282 Customers without an AMI meter will be transferred to Rate Code 281.

2. Character of Service

a) Continuous, 60 hertz, alternating current.

b) Radial secondary service at approximately 120/208, 120/240, or 277/480 volts, single or three phase; network system 120/208 or 277/480 single or three phase; depending on the size and characteristics of the load and the circuit supplying the service.

c) Radial primary service at approximately 2,400/4,160, 7,620/13,200, 23,000 or 33,000 volts, three phase, depending on the size and characteristics of the load and the circuit supplying the service.

VIII.SERVICE CLASSIFICATIONS (continued):

G. SERVICE CLASSIFICATION NO. 2L - VMRP
Voluntary Large Demand Metered Service With Multiple Rate Periods (continued):
(Rate Code~~s~~: ~~282 and~~ 294)

[CANCELLED]

~~4. Rates and Charges per Meter per Month:~~

~~a) Schedule of Rates~~

~~The rates for this service code are set forth below.~~

~~Rate Code 282 (Secondary)*~~
~~Service Charge per day $ 2.80~~

	Rate Periods**		
	1	2	3
	Off Peak all year 11 p.m. to 7 a.m.	On Peak* June - Sept. weekdays 12 noon to 8 p.m.	Intermediate all other hours
Demand Charge per kW Total of 3 Rate Periods	none	$ 61.43	$ 8.49
Energy Charge per kWh Total of 3 Rate Periods	$ 0.0039	$ 0.0310	$ 0.0259
Minimum Demand Charge per Meter per kW per Rate Period	none	$ 55.58	$ 6.74

~~** See Paragraph IV.A.10, "Daylight Savings Time", on Leaf No. 99.~~

VIII.SERVICE CLASSIFICATIONS (continued):

G. SERVICE CLASSIFICATION NO. 2L - VMRP
Voluntary Large Demand Metered Service With Multiple Rate Periods (continued):
(Rate Code~~s~~: ~~282 and~~ 294)

~~**Rates and Charges per Meter per Month (continued):**~~
[CANCELLED]

~~Rate Code 282 (Primary)~~
~~Service Charge per day $ 2.80~~

	~~Rate Periods**~~		
	~~1~~	~~2~~	~~3~~
	~~Off-Peak all year 11 p.m. to 7 a.m.~~	~~On-Peak* June - Sept. weekdays 12 noon to 8 p.m.~~	~~Intermediate all other hours~~
~~Demand Charge per kW~~			
~~Total of 3 Rate Periods~~	~~none~~	~~$ 58.38~~	~~$ 8.13~~
~~Energy Charge per kWh~~			
~~Total of 3 Rate Periods~~	~~$ 0.0036~~	~~$ 0.0280~~	~~$ 0.0234~~
~~Demand Charge per KVAR of Reactive Demand~~			
~~Total of 3 Rate Periods~~	~~none~~	~~$ 0.270~~	~~$ 0.270~~
~~Minimum Demand Charge per Meter per kW per Rate Period~~	~~none~~	~~$ 52.91~~	~~$ 6.44~~

~~**See Paragraph IV.A.10, "Daylight Savings Time", on Leaf No. 99.~~

~~d) Adjustments to Rates and Charges~~

~~Each Customer's bill will be adjusted for the Power Supply Charge, Increases in Rates and Charges to Recover PILOT Payments, the Shoreham Property Tax Settlement Rider, the Distributed Energy Resources Cost Recovery Rate, the Merchant Function Charge, the New York State Assessment Factor, Revenue Decoupling Mechanism, the Securitization Offset Charge, and the Delivery Service Adjustment.~~

~~4. Minimum Charge - All Rate Codes~~

~~The monthly Minimum Charge is the Service Charge, and may include an annual Demand Charge (See 6.below), plus Adjustments to Rates and Charges~~

VIII.SERVICE CLASSIFICATIONS (continued):

G. SERVICE CLASSIFICATION NO. 2L - VMRP
Voluntary Large Demand Metered Service With Multiple Rate Periods (continued):
(Rate Code~~s~~: ~~282,~~ 294)

3. Rates and Charges per Meter per Month:

a) Schedule of Rates

The rates for this service code are set forth below.

Rate Code 294

Service Charge per day $ 2.80

Energy Charge per kWh	Summer Season	Winter Season	Shoulder Season
Peak	$ 0.0555	$ 0.0236	$ 0.0230
Off-Peak	$ 0.0360	$ 0.0141	$ 0.0141
Super Off-Peak	$ 0.0216	$ 0.0084	$ 0.0084

Demand Charge per kW	Summer Season	Winter Season	Shoulder Season
Peak	$ 19.37	$ 14.06	$ 14.06
Off-Peak	$ 9.25	$ 8.67	$ 8.67

Periods:

Peak:	3:00 PM – 7:00 PM Monday through Friday excluding Federal Holidays
Off-Peak:	6:00 AM – 3:00 PM and 7:00 PM – 11:00 PM Monday through Friday, and 6:00 AM – 11:00 PM on Saturday, Sunday and Federal Holidays
Super Off-Peak:	11:00 PM – 6:00 AM all days

Summer Season: June 1 through September 30 inclusive
Winter Season: December 1 through March 31 inclusive
Shoulder Season: April 1 through May 31 inclusive and October 1 through November 30 inclusive.

b) Adjustments to Rates and Charges

Each Customer's bill will be adjusted for the Power Supply Charge, Increases in Rates and Charges to Recover PILOT Payments, the Shoreham Property Tax Settlement Rider, the Distributed Energy Resources Cost Recovery Rate, the Merchant Function Charge, the New York State Assessment Factor, Revenue Decoupling Mechanism, the Securitization Offset Charge, and the Delivery Service Adjustment.

4. Power Supply Charges ~~(for Rate Code 294):~~

a) The Power Supply Charge will vary for each period.

b) The Authority will publish the rates as part of the Statement of Power Supply Charge. The Statement will be available at the Authority's business offices.

VIII.SERVICE CLASSIFICATIONS (continued):

G. SERVICE CLASSIFICATION NO. 2L - VMRP
Voluntary Large Demand Metered Service With Multiple Rate Periods (continued):
(Rate Code~~s~~: ~~282 and~~ 294)

~~b) Adjustments to Rates and Charges~~

~~Each Customer's bill will be adjusted for the Power Supply Charge, Increases in Rates and Charges to Recover PILOT Payments, the Shoreham Property Tax Settlement Rider, the Distributed Energy Resources Cost Recovery Rate, the Merchant Function Charge, the New York State Assessment Factor, Revenue Decoupling Mechanism, the Securitization Offset Charge, and the Delivery Service Adjustment.~~

5. Minimum Charge ~~- Rate Code 282~~
The monthly Minimum Charge is the ~~sum of the~~ Service ~~and Meter~~ Charge~~s,~~ and may include an annual Demand Charge (See 7.below), plus Adjustments to Rates and Charges.

6. How Demand is Determined
The Authority will furnish and maintain a demand meter of standard type to determine the demand. The demand is the maximum 15-minute demand during the month in each Rate Period, taken to the nearest one-tenth (1/10) kilowatt.

7. How the Minimum Demand Charges are Determined
   a) The Authority will charge an annual Minimum Demand Charge to those Customers whose actual billed demand revenues in Periods 1, 2, and 3 are less than the Minimum Demand Charges given above. The Authority will not apply this charge to new Customers taking service for part of a calendar year or to Customer-generators eligible for net billing.

   b) The Authority will use the highest recorded demands for Periods 1, 2, and 3 and multiply those demands by the Minimum Demand Charges to determine the minimum amount the Customer is responsible for.

   c) If the sum of the Minimum Demand Charges in the three (3) periods is greater than the sum of the actual billed demand revenues for the year under review, the difference will be charged to the Customer's account, and

   d) When this difference is more than 10 percent (10%) of the total annual demand revenues, the Customer may choose to pay it in no more than twelve (12) equal monthly installments.

8. How the Net Reactive Demand is Determined ~~Rate 282~~
   a) The Net Reactive Demand is the 15-minute integrated kilovolt-amperes of lagging reactive demand minus 48% of the 15-minute integrated kilowatt demand recorded during the same 15-minute period.

   b) The Customer will be billed monthly for the maximum Net Reactive Demand recorded between 7:00 a.m. through 11:00 p.m.

   c) For billing purposes, the maximum Net Reactive Demand will be the greater of:

      (1) The maximum Net Reactive Demand recorded for the month from 7:00 a.m. through 11:00 p.m., or
      (2) 100% of the maximum Net Reactive Demand recorded from June through September, from 7:00 a.m. through 11:00 p.m., during the last eleven (11) months.

VIII.SERVICE CLASSIFICATIONS (continued):

G. SERVICE CLASSIFICATION NO. 2L - VMRP
Voluntary Large Demand Metered Service With Multiple Rate Periods (continued):
(Rate Code~~s~~: ~~282 and~~ 294)

9. Terms of Payment

The Customer shall pay the balance due in cash, including checks and money orders, on receiving the bill. Late payments shall be subject to Late Payment Charges.

10. Term of Service

The Authority will provide service to the Customer for one (1) year from the start of service and renewed annually after that, unless service is terminated either by the Customer or the Authority.

a) The Customer shall give the Authority five (5) days written notice before its Anniversary Date when requesting termination of service.

b) The Authority may terminate service to the Customer in accordance with the provisions of this Tariff.

c) The Authority will not renew service within one (1) year of termination at the same location for the same Customer.

11. Special Provisions

a) Corrective Equipment Requirements

When the installation includes welders, x-rays, or other apparatus having a highly fluctuating or large instantaneous demand, the Customer shall provide batteries, rotating equipment, or other corrective equipment to reduce the inrush current to an amount acceptable to the Authority.

b) Two-Phase Service

Two-phase service is no longer available. Any Customer receiving two-phase service under this Service Classification will continue to receive the service until other arrangements are made.

VIII.SERVICE CLASSIFICATIONS (continued):

G. SERVICE CLASSIFICATION NO. 2L - VMRP
Voluntary Large Demand Metered Service With Multiple Rate Periods (continued):
(Rate Code~~s~~: ~~282 and~~ 294)
Special Provisions (continued):

c) Transfer to Other Service Classifications

(1) At their option, Customers taking service at secondary voltages may transfer to either Service Classification No. 2, General Service - Small or at their option Service Classification No. 2-VMRP, Voluntary Small General Service with Multiple Rating Periods, when:

(a) The Customer requests a transfer, and

(b) The metered demand of the Customer has been less than 5.6 kW for twelve (12) consecutive billing periods, and

(c) The energy consumption has been less than 1,600 kWh per month for twelve (12) consecutive billing periods, and

(d) The transfer will take place within ninety (90) days after the Authority certifies that the Customer qualifies for the services.

(2) Customers will be transferred to Service Classification No. 2-MRP, Large General and Industrial Service with Multiple Rate Periods, when the monthly recorded demand:

(a) Was greater than 145 kW in any two (2) consecutive months, in which case the transfer will take place within ninety (90) days after the summer billing period ends.

(b) The S.C. No. 2-MRP rate will go into effect on the day the meter is installed.

VIII.SERVICE CLASSIFICATIONS (continued):

G. SERVICE CLASSIFICATION NO. 2L - VMRP
Voluntary Large Demand Metered Service With Multiple Rate Periods (continued):
(Rate Code~~s~~: ~~282 and~~ 294)
Special Provisions (continued):

d) Business Development Programs

(1) Empire Zone Program

(a) The Empire Zone Program expired on June 30, 2010. Customers on this program, prior to July 1, 2010, will continue to receive rate discounts until their previously agreed upon term has expired.

(b) With the exception of the Calverton portion of the Suffolk County Empire Zone, customers who qualify receive a 50% discount on their Base Rate Energy Charge per kWh and Period 3 Demand Charges, but only for the additional energy and demand.

(c) Qualifying customers within the Calverton portion of the Suffolk County Empire Zone receive a 6% discount on their Base Rate Energy Charge per kWh and Period 3 Demand Charges, but only for the additional energy and demand.

(2) Excelsior Jobs Program

(a) The Excelsior Jobs Program is intended to encourage business to expand or relocate to the Authority's Service Area.

(b) The Authority's discount is available to certified participants who increase their load by at least 25%, to a minimum of 7 kW within one (1) year of Excelsior Jobs Program certification.

(c) Customers who qualify will pay $0.0467 for their Base Rate Energy Charge per kWh for the additional energy associated with the incremental load subsequent to the ESD Approval Date. There will be no demand charges associated with the incremental load subsequent to the ESD Approval Date.

(3) Manufacturing Competitiveness and Business Incubation Programs

(a) Customers who qualify after June 29, 2012 receive a 100% discount on their Base Rate Energy Charges per kWh for Periods 1, 2, and 3 in the first year of their participation in the program. Participants that qualified before June 29, 2012 will continue to receive a 50% discount on their Base Rate Energy Charge, subject to pro-ration as noted in the next paragraph.

(b) The discounts will decrease by one-fifth (1/5) each year after the first year until the Customers are billed at the rate's regular levels at the end of the fifth (5^{th}) year.

VIII.SERVICE CLASSIFICATIONS (continued):

G. SERVICE CLASSIFICATION NO. 2L - VMRP
Voluntary Large Demand Metered Service With Multiple Rate Periods (continued):
(Rate Code~~s~~: ~~282 and~~ 294)
Special Provisions (continued):

e) Service for Religious Purposes, Supervised Community Residences, or Veterans' Organizations

Customers under this Service Classification who use electricity for religious purposes, for Community Residences, or Veterans' Organizations as specified in Section 76 of the Public Service Law, may apply for a suitable residential service after a minimum term of one (1) year.

(1) The transferring Customer shall submit a new Application to the Authority before the transfer, and

(2) The transfer will take place at the time of the Customer's next meter reading.

XIII. Dynamic Load Management

A. Direct Load Control Program

1. Purpose and Applicability:

   The Direct Load Control ("DLC") Program allows the Authority to remotely control the Participating Customer's Control Device to reduce the Customer's load during an Event. The program utilizes third-party Control Devices Providers to identify Participants and install and manage the Control Devices that meet the Authority's specifications for communications.

   Participation is applicable to Customers served at Primary and Secondary voltage in the Service Classifications listed below in all locations within the Service Area, except for those described in the Statement of Direct Load Control Program Payments.

   Service Classification No. 1 (Rate Codes 180, 194, 195, 580; excluding 480 and 481)
   Service Classification No. 1–VTOU (Rate Codes 190, 191, 192, 193)
   Service Classification No. 2 (Rate Code 280)
   Service Classification No. 2-VMRP (Rate Code~~s~~ ~~288,~~ 292)
   Service Classification No. 2-L (Rate Codes 281, 291, 283)
   Service Classification No. 2L-VMRP (Rate Code~~s~~ ~~282,~~ 294)
   Service Classification No. 2-MRP (Rate Codes 284, 285, M284, M285)

2. Eligibility:

   To participate under this program, a Customer must have load controllable equipment and agree to the installation of a Control Device.

   This program is not available to Customers who participate either directly or indirectly through a third-party, under any other Authority or NYISO demand-response program.

   The Manager may, in the future, offer an alternate direct load control program through a third-party vendor to Customers in a defined geographic area. In coordination with non-wires alternatives such as these, eligibility for the DLC Program for Customers within such designated area(s) may be temporarily restricted such that only Customers who have applied to and been rejected from the alternate third-party vendor program will be eligible for enrollment within the Authority's DLC Program. Such restriction on application to the DLC Program shall cease upon the earlier of (a) the date on which the alternate program achieves the amount of peak load reduction in the designated area specified by the Manager, and (b) the exclusivity deadline specified by the Manager. A list of geographic areas in which this provision applies will be set forth in the Statement of Direct Load Control Program Payments which will be amended from time to time to reflect new and completed alternate programs.

3. Definitions:

   Control Device: A device installed on the Customer's load controllable equipment via a smart plug or embedded control that allows the Authority to remotely control the equipment when an Event is called. For purposes of this program, Control Device means one or more devices as may be required to control the equipment. Each Control Device contains a feature that allows the Customer to override the Authority's control of the Customer's equipment. The Control Device must be provided, installed, and connected to the Internet by the Customer or an approved Control Device Provider in a manner that ensures communications between the Authority and the Control Device.

XIII. Dynamic Load Management

B. Commercial System Relief Program

1. Purpose and Availability

The Commercial System Relief Program is being offered by the Authority to enable participating eligible customers to be compensated for reducing their load under certain conditions when called upon by the Authority to do so.

The program is available to any Customer served at transmission, primary or secondary voltage and taking service under one of the Service Classifications shown below; and to any Aggregator that meets the requirements of this Rider.

Service Classification No. 1 (Rate Codes 180, 194, 195, 580~~; excluding 480, 481~~)
Service Classification No. 1-VTOU (Rate Codes 190, 191, 192, 193)
Service Classification No. 2 (Rate Code 280)
Service Classification No. 2-VMRP (Rate Code~~s 288,~~ 292)
Service Classification No. 2-L (Rate Codes 281, 291, 283)
Service Classification No. 2-L-VMRP (Rate Code~~s 282,~~ 294)
Service Classification No. 2-MRP (Rate Codes 284, 285, M284, M285)
Service Classification Nos. 11, 12, and 13 (Rate Codes 289, 680, 681, 278)

Customers who take service pursuant to the Direct Load Control Program are not eligible to participate in this program.

Customer-generators subject to Value Stack compensation may choose to waive the DRV compensation of the Value Stack and opt-in to participating in the Commercial System Relief Program (CSRP). Opting into the CSRP Program is a one-time irreversible decision which may be made at any point during the project's Value Stack compensation period.

The Metropolitan Transportation Authority for Traction Power Service to the Long Island Rail Road and Brookhaven National Laboratories pursuant to a Sale for Resale agreement between the Authority and the New York Power Authority (both as referenced on Leaf No. 271) are not eligible to participate.

2. Definitions:

Aggregator: A party other than the Authority that represents and aggregates the load of Customers who collectively have a Load Relief potential of 50 kW or greater in an Authority Designated Area and is responsible for the actions of the Customers it represents, including performance and, as applicable, repayments to the Authority. A Direct Participant may combine multiple customer locations to meet the Load Relief potential requirements of an aggregator.

Authority Designated Area: An electrically defined area determined by the Authority to be approaching system capacity limits during peak periods. A current list of the Authority Designated Areas will be listed on the Manager's website and payments by area are listed on the Statement of Commercial System Relief Program Payments.

Capability Period: The period during which the Authority can request Load Relief. The Capability Period will be from May 1 through September 30.

XIII. Dynamic Load Management

C. Distribution Load Relief Program

1. Purpose and Availability

The Distribution Load Relief Program is being offered by the Authority to enable participating eligible customers to be compensated for reducing their load under certain conditions when called upon by the Authority to do so**.**

The program is available to any Customer served at primary or secondary voltage and taking service under one of the Service Classifications shown below; and to any Aggregator that meets the requirements of this Rider.

Service Classification No. 1 (Rate Codes 180, 194, 195, 580~~; excluding 480, 481~~)
Service Classification No. 1-VTOU (Rate Codes 190, 191, 192, 193)
Service Classification No. 2 (Rate Code 280)
Service Classification No. 2-VMRP (Rate Code~~s 288,~~ 292)
Service Classification No. 2-L (Rate Codes 281, 291, 283)
Service Classification No. 2-L-VMRP (Rate Code~~s 282,~~ 294)
Service Classification No. 2-MRP (Rate Codes 284, 285, M284, M285)
Service Classification Nos. 11, 12, and 13 (Rate Codes 289, 680, 681, 278)

Customers who take service pursuant to the Direct Load Control Program are not eligible to participate in this program.

The Metropolitan Transportation Authority for Traction Power Service to the Long Island Rail Road and Brookhaven National Laboratories pursuant to a Sale for Resale agreement between the Authority and the New York Power Authority (both as referenced on Leaf No. 271) are not eligible to participate.

2. Definitions:

Aggregator: A party other than the Authority that represents and aggregates the load of Customers who collectively have a Load Relief potential of 50 kW or greater in an Authority Designated Area and is responsible for the actions of the Customers it represents, including performance and, as applicable, repayments to the Authority. A Direct Participant may combine multiple customer locations to meet the Load Relief potential requirements of an Aggregator.

Authority Designated Area: An electrically defined area determined by the Authority to be approaching system capacity limits during peak periods. A current list of the Authority Designated Areas will be listed on the Manager's website and Reservation Payments by area are listed on the Statement of Distribution Load Relief Program Payments.

Capability Period: The period during which the Authority can request Load Relief. The Capability Period will be from May 1 through September 30.

Exhibit "C"

NEW YORK STATE | Department of Public Service

KATHY HOCHUL
Governor

RORY M. CHRISTIAN
Chief Executive Officer

June 17, 2025

Via E-mail and U.S. Mail
Honorable Tracey A. Edwards, Chairwoman
Board of Trustees
Long Island Power Authority
333 Earle Ovington Blvd.
Uniondale, New York 11553
LIPATrustees@lipower.org

Re: Matter 25-00924 – Recommendations Regarding Long Island Power Authority's Proposed Modifications to its Tariff for Electric Service

Dear Chairwoman Edwards:

I am pleased to provide the recommendations of the New York State Department of Public Service (DPS or the Department) regarding the proposed changes to the Tariff for Electric Service (Tariff) by the Long Island Power Authority (LIPA or the Authority), with effective dates of October 1, 2025, and January 1, 2026. The LIPA Reform Act empowers the Department to make recommendations concerning the operations and terms and conditions of service provided by the Authority and its Service Provider. The Department recommends that the LIPA Board of Trustees (Board) adopt the Authority's proposals in accordance with the discussion set forth herein.

LIPA proposes two modifications to its Tariff for Electric Service (Tariff). These changes to the Tariff include proposals to: 1) implement a new electric vehicle (EV) charging rate available to commercial customers (EV Phase-In Rates), and 2) set a date to close legacy commercial time-of-use (TOU) Rate Codes 282 and 288.[1]

In accordance with the State Administrative Procedure Act, LIPA opened a public comment period for interested parties to submit comments on the proposals. LIPA also held two public comment sessions. The first session was held on June 2, 2025, in Suffolk County, and the other was held on June 3, 2025, in Nassau County, both of which were held virtually and in person.[2] LIPA received written comments from, Electrify America, and Alliance for Clean Energy New York (ACE NY) on behalf of ACE NY and Advanced Energy United. Both parties expressed support for the implementation of the EV Phase-In Rates to promote transportation electrification in New York. Additionally,

[1] LIPA originally proposed the closure of the legacy TOU rate codes in 2024.
[2] Public comment sessions on the TOU proposal were held on November 25, 2024, and November 26, 2024.

Electrify America proposed increasing the maximum load factor threshold for Phase-In Rate eligibility from 25 percent to 35 percent, noting that sites in this group continue to face revenue variability and seasonality, making them sensitive to high fixed costs. Additionally, ACE NY expressed support for LIPA's proposal to transition customers on legacy TOU rate codes 282 and 288 to the modern TOU rates.

EV Phase-In Rates

LIPA proposes to modify its tariff to align with recent New York State Public Service Commission (Commission) Orders by implementing a new rate option available to commercial customers who operate electric vehicle charging equipment.[3] As explained below, the proposed EV Phase-In Rates improve upon the current demand charge discount and will not have a material financial impact on the Authority. Adoption will establish consistency in the approach to EV Charing between LIPA and New York State's IOUs. As such, DPS recommends that the LIPA Board adopt the EV Phase-In Rates.

The EV Phase-In Rates are calculated on a revenue neutral basis to the otherwise applicable rate class and will incorporate both a TOU energy component and a demand charge component that will change based on customer usage. As the customer's charging station usage exceeds certain thresholds, the demand charge component will also increase.[4]

Background:

Public Service Law (PSL) § 66-s requires the Commission to "establish a commercial tariff utilizing alternatives to traditional demand-based rate structures, other operating cost relief mechanisms, or a combination thereof (collectively, Solutions) to facilitate faster charging for … electric vehicles."[5] On January 19, 2023, the Commission issued an Order Establishing Framework for Alternatives to Traditional Demand-Based Rate Structures in Case 22-E-0236 (January 2023 Order).[6] The January 2023 Order effectuated the requirements of PSL §66-s by alleviating operating cost burdens on commercial EV charging stations posed by traditional demand charges, thus supporting the rapid deployment of EV charging infrastructure in New York State.

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3 Case 22-E-0236, Proceeding to Establish Alternatives to Traditional Demand-Based Rate Structure for Commercial Electric Vehicle Charging, Order Establishing Framework for Alternatives to Traditional Demand-Based Rate Structures (issued January 19, 2023) ("January 2023 Order"); and Case 22-E-0236, Proceeding to Establish Alternatives to Traditional Demand-Based Rate Structure for Commercial Electric Vehicle Charging, Order Implementing Electric Vehicle Charging Rates for Commercial Customers (issued October 17, 2024) ("October 2024 Order").

4 LIPA's EV Phase-In Rates Tariff Proposal, p. 3.

5 PSL § 66-s(2).

6 January 2023 Order.

In the January 2023 Order, the Commission directed New York State's Investor-Owned Utilities (IOUs) to implement a 50 percent Demand Charge Rebate (DCR) for public Direct Current Fast Charging (DCFC) sites as an immediate solution to provide operating cost relief from traditional demand-based rates. The January 2023 Order also directed the utilities to develop EV Phase-In Rates to replace the DCR. As explained in the January 2023 Order, a more finely tuned solution than the DCR is ultimately needed to incentivize off-peak charging in addition to providing operating cost relief measures for EV charging stations.[7] The EV Phase-In Rates accomplish these objectives and are intended to be a durable solution to support commercial EV charging business models as EV adoption continues.

The January 2023 Order also included data reporting requirements to enable the Commission to review the operation and effectiveness of the Solutions pursuant to PSL § 66-s. In the January 2023 Order the Commission directed the IOUs to collect and report specific participant data on a semi-annual basis. This data includes, on a per-participant basis: 1) an identification of participant accounts; 2) participant's peak demand and energy use; 3) load factors; and 4) charger types.[8] Additionally, the IOUs were required to report semi-annually the percentage of charging that occurs during each of the TOU periods, on an aggregated basis.

Additionally, the January 2023 Order directed the IOUs to report the following data annually: 1) year-over-year growth rate for the accounts participating in Solutions; 2) an assessment of whether incremental EV charging load from all service classes has impacted the local grid; 3) an assessment of the extent to which incremental EV charging load has resulted in upward or downward rate pressure on non-participating customer rates; and 4) an assessment on the impacts of Solutions on low and moderate-income customers and disadvantaged community residents.[9] The January 2023 Order's reporting requirements will further help the Commission reduce demand charge barriers to EV charging, advance New York's climate goals, and ensure compliance with PSL § 66-s.

On October 17, 2024, the Commission issued the Order Implementing Electric Vehicle Charging Rates for Commercial Customers (October 2024 Order). In the October 2024 Order, the Commission approved the IOUs' proposed EV Phase-In Rates, with modifications, and directed them to file tariff amendments making the EV Phase-In Rates available no later than 12 months after the date of the Order. Also, the October 2024 Order required the IOUs to implement specific outreach efforts before the Phase-In Rates went into effect.

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7 Id., p.12.
8 January 2023 Order, p. 40.
9 Id., pp. 40-41.

As explained in the October 2024 Order, a minimum level of outreach is essential to the customers currently participating in the DCR program since this cost relief program will end, and customers will need to opt-in to the EV Phase-In Rates. As such, the Commission directed the IOUs to begin reaching out to affected customers 60 days prior to the availability of the Phase-In Rates with up to two emails, and up to one phone call, each one week apart. Additionally, the October 2024 Order provides for a 60-day grace period after the effective date of the EV Phase-In Rate tariff for DCR participants that have not responded to the Outreach efforts, during which the DCR will remain active. The Order also included reporting requirements to identify which participants have applied for the EV Phase-In rates, declined to apply for the EV Phase-In rates, and those that have not responded to outreach efforts.[10] Also, the Commission approved the stakeholder outreach plans proposed by certain IOUs,[11] and directed the remaining IOUs to engage with stakeholders, not currently participating in the DCR, regarding the availability of the EV Phase-In Rates and to prominently feature information regarding the rates on their websites.[12]

LIPA EV Phase-In Rates Proposal:

LIPA and PSEG LI have operated a DCFC program aligned with the IOUs practices to support the expansion of EV fast-charging infrastructure across Long Island since 2019. In 2024, LIPA and PSEG LI modified the DCFC Incentive Program by offering a 50 percent DCR through their annual Utility 2.0 filing.[13] This new rebate replaced PSEG LI's previous per-plug incentive program for new customers installing public DCFC chargers and aligned LIPA and PSEG LI's program with the provisions of the January 2023 Order, and the IOUs. Existing participants were, however, allowed to choose between continuing to receive their per-plug incentive schedule until EV Phase-In rates were available or switching to participate in the 50 percent DCR.[14] As such, PSEG LI's current DCFC incentive program is designed to offer financial incentives to offset demand charges for DC fast chargers. Eligible commercial customers can receive rebates covering up to 50 percent of their cumulative demand charges over a specified period.[15]

LIPA's proposal will provide EV Phase-In Rates to commercial customers, which aligns with the provisions of the Commission's 2023 and 2024 Orders. Customers on

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10 October 2024 Order, pp. 41 and 49.
11 Id., p. 40.
12 Id.
13 Matter 14-01299, In the Matter of PSEG-LI Utility 2.0 Long Range Plan, PSEG LI's 2023 U.2.0 Updated Filing (dated August 25, 2023), p. 55.
14 Id.
15 To qualify for the rebate, DCFC charger must be publicly accessible, each charger must have an output of at least 50 kW, and chargers must utilize CCS or CAdeMO connectors. North American Charging Standard (NACS) connectors are also acceptable if at least one CCS or ChAdeMO connector is available at the location.

Rate Code 285 will be able to participate in the EV Phase-In Rates as of October 1, 2025. Customers on Rate Code 281 will be able to participate in the EV Phase-In Rate as of January 1, 2027. LIPA will continue to offer the 50 percent DCR to customers on Rate Code 281 until January 1, 2027, when the EV Phase-In Rates are available to both rate classes.

To be eligible for these new EV Phase-In Rates, at least 50 percent of a customer's load must be related to EV charging. To demonstrate this, a customer must have a separately metered EV charging load, or a charging ratio of at least 50 percent. The charging ratio is the ratio between the total EV charging capacity in kW and the maximum possible customer demand.[16]

For eligible customers, the EV Phase-In Rates provide operating cost relief from traditional demand charges by incorporating a tiered structure based on a customer's load factor.[17] There are four EV charging rate tiers as detailed in the table below. Customers that fall into the lowest tier with a load factor less than 10 percent will not be charged any demand charges. The remaining tiers are structured to collect certain demand charges for load factors that fall between 10 to 15 percent; 15 percent to 20 percent; and 20 percent to 25 percent. As a customer's load factor increases above one threshold, they graduate to the next respective tier, increasing the revenue collected through the demand charge component of the bill. When a customer's load factor increases above 25 percent for two consecutive six-month periods, they will no longer eligible for the EV Phase-In Rates and will be charged according to their otherwise applicable rate class.

EV Charging Rate Tier	Load Factor (LF)	Percent of Demand Revenue Collected through Demand Rates
Tier 1	LF ≤ 10%	0%
Tier 2	10% > LF ≤ 15%	25%
Tier 3	15% > LF ≤ 20%	50%
Tier 4	20% > LF < 25%	75%
N/A	LF > 25%	100% (i.e. ineligible for EV Phase-In Rate)

The EV Phase-In Rates also incorporate a TOU rate design to incentivize off-peak charging. For Rate Code 285 customers on EV Phase-In Rates, three time periods will be offered during the summer period of June through September. These include Peak, Off-Peak and Super Off-Peak. During the winter period of October through May

[16] The total EV charging capacity in kW will be the lesser of the sum of the nameplate charging capacity of each charger and the maximum deliverable kW to the EV charging stations.

[17] Load factor is defined as the ratio of (1) the energy (kWh) used by an EV charging customer during a particular time period to (2) the product of (a) the EV customer's peak demand (kW) and (b) the duration of the time period in hours. Load factor is reported as a percentage.

there will only be two time periods.[18] For Rate Code 281 customers on EV Phase-In Rates, three time of use periods (Peak, Off-Peak, and Super Off-Peak) will be offered for both the summer and winter periods.

LIPA currently has approximately 30 customers receiving the DCR through the DCFC program that will be offered the EV Phase-In Rates. Further, there are 20 customers currently on Rate Code 285 that will be offered the EV Phase-In Rates when they become available to this rate class on October 1, 2025. Customers currently on Rate Code 281 will be offered the EV Phase-In Rates when they become available beginning January 1, 2027.

DPS Staff reviewed the bill impact projections for the customers on Rate Code 285 and determined that LIPA and PSEG LI are accurately applying the new rate design and correctly placing customers into the tiers of the Phase-In Rates based on their load factor. Customers that fall into the lower tiers of the EV Phase-In Rates will see bill decreases compared to the DCR. Customers placed into the higher tiers of the Phase-In Rates will see a bill increase compared to what they are charged under the DCR. These impacts are consistent with expectations given that the EV Phase-In Rates shift an increasing percentage of demand revenue from the energy charge to the demand charge component of the bill through the tiered structure. The first tier does not collect any revenue through the demand charge, whereas the last tier collects 75 percent of the revenue through the demand charge. Thus, when compared to the current DCR which applies a 50 percent rebate on demand charges for all customers, the EV Phase-In Rates provide a more granular approach to categorizing customers that have EV charging loads. PSEG LI will develop bill impact projections for Rate Code 281 prior to the EV Phase-In Rates implementation on January 1, 2027. When these projections are available, Staff will review the bill impacts for customers on Rate Code 281.

Based on our review, DPS has determined that LIPA's proposal to implement the EV Phase-In Rates is consistent with the provisions and objectives of the Commission's 2023 and 2024 Orders. Yet, LIPA and PSEG LI should prioritize the continued development of the necessary information technology and billing system modules so that the EV Phase-In Rates are available to customers on both Rate Codes 285 and 281 as proposed and the effort to offer these rates as proposed remains on schedule. The Commission's 2024 Order required the IOUs to conduct meaningful outreach to customers in advance of the EV Phase-In Rates becoming available. DPS recommends that LIPA and PSEG LI develop and implement an outreach plan prior to implementation of the rates, which includes, at minimum, the efforts discussed in the October 2024 Order and referenced above.[19] Further, LIPA and PSEG LI should coordinate with DPS during the outreach phase to maximize communication and awareness of the customers impacted by the EV Phase-In Rates. We recommend that LIPA and PSEG LI provide

[18] LIPA's EV Phase-In Rates Tariff Proposal, p. 19.
[19] October 2024 Order, pp. 39-41.

information to DPS on the number of customers that have applied for, or declined to apply for, the EV Phase-In Rates, and customers who were nonresponsive consistent with the requirements of the Commission's 2024 Order. DPS recognizes Electrify America's comments regarding the maximum load factor threshold for eligibility in the Phase-In Rates, however, we do not recommend that the maximum load factor threshold deviate from 25 percent to maintain alignment with both the Commission Order and the threshold set for other Utilities. The January 2023 Order establishes a biennial review process to ensure the EV Phase-In Rates are operating effectively. LIPA should follow the outcome of these reviews and subsequently adjust their rates as appropriate.

DPS also recommends that PSEG LI provide DPS Staff with regular data reports regarding the implementation of the EV Phase-In Rates, consistent with the requirements of the January 2023 Order, discussed above. LIPA and PSEG LI should provide these updates and data reports at least every six months and they may do so as part their regular reporting regarding Utility 2.0, starting when the first of the EV Phase-In Rates has been implemented and after implementation of each of the EV Phase-In Rates is complete. DPS, therefore, recommends that the Board adopt the EV Phase-In Rates as discussed above.

Rates 282 & 288 Closure

LIPA is proposing to close its legacy TOU Rate Codes 282 and 288 to all customers on January 1, 2026, and transition customers on these rates to modern TOU rates. The Department previously reviewed and recommended adoption of this proposal as part of its recommendation letter issued to the LIPA Board in Matter 24-00490.[20] Accordingly, DPS continues to support LIPA's proposal to transition from legacy TOU Rate Codes 282 and 288 to modern TOU Rates, as it has multiple potential benefits for customers and the electric grid.

[20] Matter 24-00490, Tariff Filing of LIPA to Modify its Tariff for Electric Service 2024, Recommendations Regarding LIPA's Proposed Modifications to its Tariff for Electric Service (filed December 9, 2024) (The December Recommendation Letter).

Conclusion

Department Staff has reviewed LIPA's proposed Tariff modifications and finds the proposed updates consistent with Commission Orders, DPS Staff Whitepapers, and other New York IOU Tariffs. The Department therefore recommends that, in accordance with the foregoing discussion, the Tariff modifications be adopted by the LIPA Board.

Respectfully submitted,

Rory M. Christian
Chief Executive Officer

CC: John Rhodes, LIPA Acting Chief Executive Officer
Bobbi O'Connor, LIPA General Counsel & Secretary to the Board of Trustees
William Wai, LIPA Director of Rates
David C. Lyons, PSEG LI Interim President and Chief Operating Officer
Andrea Elder-Howell, PSEG LI VP Legal Services
Joseph Trainor, PSEG LI Senior Manager of Rates
Carrie Meek Gallagher, DPS LI Director
Nicholas Forst, DPS LI Deputy Director
Peter Hilerio, DPS LI Counsel

LONG ISLAND POWER AUTHORITY

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PUBLIC HEARING:

Proposal Concerning Proposed Changes to LIPA's Tariff

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H. Lee Dennison Building
Media Room 182
100 Veterans Memorial Highway
Hauppauge, New York

June 2, 2025
10:00 A.M.

B e f o r e :

WILLIAM WAI,
THE PRESIDING OFFICER

A P E A R A N C E S:

William Wai, Presiding Officer

Marc Russo, Stenographer

Member of the Public

P R O C E E D I N G S

PRESIDING OFFICER WAI: Good morning. Welcome to the Long Island Power Authority's Public Hearing this morning.

My name's William Wai. I'll be the presiding officer for the hearing this morning.

The purpose of this hearing is to receive public comments regarding proposed changes to the authority's tariff on two topics. Copy of the tariff proposal is available on the Authority's website at ww.lipower.org. And they will be incorporated into the records for this hearing.

The procedure for this morning's hearing is simple. In a moment, I'll provide a short overview of the proposal. After that, I'll go in and call for comments from the public from the sign-up sheet. When you're called to speak, please come by and start by telling us your name and whether you are speaking on behalf of any organization or group. If you want to speak this morning but have not signed in yet, you need to do so before speaking.

Please, note -- please, note as the purpose of the hearing is to receive comments I

will not be responding to any questions or comments today. Your comments will be relayed to the Authority's staff and trustees for their consideration at the next board meeting.

If you have any questions as opposed to comments, we'll be happy to talk with you after the session. And you can email or write to us with your comments, they'll be included for the records to the trustees.

Now, let's turn to the proposal. There are two topics: First, to implement Electric Vehicle Phase-in Rates. The EV Phase-in Rate will be effective October 1st, this year for our commercial customers providing public EV charging services. The rates follow the rate design framework adopted by the New York Public Service Commission. Under the new optional rates, the EV charging service provider with a lower utilization rate is expecting to have higher benefits than the -- than provider with a high utilization rates.

Second proposal is to sunset our legacy, our existing legacy TOD, Time of Day rates code 282 to 288. Both rates have been closed for years for new subscription. Rate codes 292, 294

are LIPA's modern TOD rates, which were in place when the legacy TOD rates would close. The Authority would eliminate these legacy rate codes 282, 288 effective January 1st, 2026. The remaining customers of the two rates will be moved to the modern TOD rate codes 292, 294 accordingly.

Now, I'm going to open the floor for public comments. Anybody on the signup sheet? No. Let's wait a little bit. Let's go off the record.

(A recess was taken.)

PRESIDING OFFICER WAI: The time now is 10:47 a.m. There is no registered public speaker in the room. We will close the meeting. Thank you so much.

(Whereupon, at 10:47 a.m., the meeting was adjourned.)

STATE OF NEW YORK)
SS.
COUNTY OF NEW YORK)

I, MARC RUSSO, a Shorthand (Stenotype) Reporter and Notary Public within and for the State of New York, do hereby certify that the foregoing Statement On the Record, taken at the time and place aforesaid, is a true and correct transcription of the teleconference audio.

IN WITNESS WHEREOF, I have hereunto set my name this 16th day of June 2025.

Marc Russo

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Concordance

Concordance

LONG ISLAND POWER AUTHORITY

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PUBLIC HEARING:

Proposal Concerning Proposed Changes to LIPA's Tariff

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LIPA

333 Earle Ovington BLVD

Uniondale, New York

June 3, 2025

6:00 p.m.

B e f o r e :

WILLIAM WAI,

THE PRESIDING OFFICER

A P P E A R A N C E S:

William, Wai, the presiding officer

Other LIPA staff

P R O C E E D I N G S

PRESIDING OFFICER WAI: Good afternoon. Welcome to the Long Island Power Authorities public hearing this afternoon.

My name's William Wai. I'll be the presiding officer for this hearing this afternoon.

The purpose of this hearing is to receive public comments regarding proposed changes to the Authority's tariffs on two topics. Copies of the tariff proposal available on the Authority's website, www.lipower.org and they will be incorporated into the record for this hearing.

The procedure for this afternoon's hearing is simple. In a moment I'll briefly go over the two topics in the proposal. After that, I'm going to call for comments from the public sign-up sheet. When you are called to speak, please come by the microphone and start by telling us your name and whether you are speaking on behalf of any organization or group. If you want to speak this afternoon but have not signed in yet, you'll need to do so before speaking.

Please note, as purpose of this

hearing is to receive your comments, I will be -- I won't be responding to any questions or comments today. Your comments will be related to the Authority's staff and board of trustees for their consideration at the next board meeting. If you have any questions as opposed to comments we'll be happy to discuss with you after this session. And you can also email, or write us what any comments you might have and they'll be included for the records to the trustees.

Now let's turn to the proposal. There are two topics: First, to implement Electric Vehicle Phase-in Rates. The EV Phase-in Rates will be effective October 1st this year for our commercial customers providing public EV charging services. The rates follow the rate design framework adapted by the New York Public Service Commission. Under the new optional rates, the EV service provider with a lower utilization rate is expected to benefit more than our provider with a higher utilization rate.

Second topic is to sunset our existing legacy TOD rates codes 282 and 288. Both rates have been closed for new subscriptions for

years. Rate codes 292 and 294 are LIPA's modern TOD rates, which were in place when the legacy TOD rates were closed. The Authorities will eliminate the rate codes 282 and 288, effective January 1st, 2026. And the remaining customers of these two rates will be moved to rate codes 292 and 294 accordingly.

Now I'm going to open the floor for public comments. Anybody on the sign-up sheet? Currently, we don't have anyone from the public in the room.

Anyone from the Zoom? No one from the Zoom. And we don't have anyone from the Zoom. Yeah, let's wait and see if we will receive any notes.

I'll go off the record now.

(A recess was taken.)

PRESIDING OFFICER WAI: Okay. Let's get back on the record now. The time is 6:26. Currently, we don't have anyone from the public in the room. And do we have anybody -- any public members in the Zoom?

MALE VOICE: We currently don't have any people in the Zoom that would like to make

a comment.

PRESIDING OFFICER WAI: Thank you. So, let's close the record. Thank you for attending.

(Whereupon, at 6:26 p.m., the meeting was adjourned.)

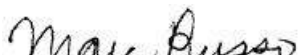
STATE OF NEW YORK)

SS.

COUNTY OF NEW YORK)

I, MARC RUSSO, a Shorthand (Stenotype) Reporter and Notary Public within and for the State of New York, do hereby certify that the foregoing Statement On the Record, taken at the time and place aforesaid, is a true and correct transcription of the teleconference audio.

IN WITNESS WHEREOF, I have hereunto set my name this 16th day of June 2025.



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Concordance

Concordance

Exhibit "E"

June 6, 2025
Via Electronic Filing

Trustees of the Long Island Power Authority
333 Earle Ovington Blvd.,
Uniondale, NY 11553

Re: Matter No. 14-01299: PSEG LI's Utility 2.0 Update and Phase-in Rates

Electrify America appreciates the opportunity to provide comments on the proposed EV Rates Tariff as detailed in the Long Island Power Authority's (LIPA) April 1, 2025, memorandum titled "Proposal Concerning Modifications to LIPA's Tariff for Electric Service." As a company that owns and operates public direct current fast charging (DCFC) stations across New York State, including on Long Island, we are encouraged by LIPA's efforts to modernize the electric tariff to better align with the needs of transportation electrification.

We are strongly supportive of the proposed phase-in rate structure for public DCFC stations. This tariff design takes a necessary and meaningful step toward mitigating the disproportionately negative impact that demand charges have on the economic viability of public fast charging infrastructure, especially during the early years of station operation when utilization is building.

We respectfully submit one recommendation to improve the policy's alignment with current market realities: increase the maximum load factor threshold for phase-in rate eligibility from 25% to 35%.

Utilization at many public DC fast charging sites is rising steadily—an encouraging sign of EV adoption progress. However, even stations with load factors at or slightly above 25% still face significant financial pressure from demand charges. These sites continue to experience revenue variability and seasonality that make them sensitive to high fixed costs.

Raising the threshold would ensure that the tariff remains responsive to today's utilization levels and does not inadvertently penalize more successful stations. It would also support a smoother financial transition as stations mature, reducing the risk of underinvestment in areas where EV charging access is most needed.

We commend LIPA and PSEG Long Island for their thoughtful work on this proposal and urge adoption of the final tariff with the suggested modification to the load factor threshold. Doing so would better reflect real-world charging station performance while advancing shared climate and transportation electrification goals.

Sincerely,

Anthony Willingham, AICP
Gov't Affairs & Public Policy Lead – State Government
Electrify America, LLC
m: +1 (571) 786-9934
anthony.willingham@electrifyamerica.com

ACE NY
ALLIANCE FOR CLEAN ENERGY NEW YORK, INC.

June 9, 2025

Mr. William Wai
Long Island Power Authority
333 Earle Ovington Blvd., Suite 403
Uniondale, NY 11553

Re: Proposal Concerning Modifications to LIPA's Tariff for Electric Service

Dear Mr. Wai,

On behalf of the Alliance for Clean Energy New York and Advanced Energy United, please find attached a document in response to Long Island Power Authorities Proposed Modifications to its Tariff for Electric Service.

Thank you,

Jed Prickett
Clean Energy Analyst
Alliance for Clean Energy New York
119 Washington Avenue, Suite 103
Albany, NY 12210

Comments of Alliance for Clean Energy New York on Proposal Concerning Modifications to LIPA's Tariff for Electric Service

June 9, 2025

The Alliance for Clean Energy New York ("ACE NY") is a member-based organization with a mission of promoting the use of clean, renewable electricity technologies, transportation electrification, and energy efficiency in New York State to increase energy diversity and security, boost economic development, improve public health, and reduce air pollution. ACE NY's diverse membership includes companies engaged in the full range of clean energy technologies as well as consultants, academic and financial institutions, and not-for-profit organizations interested in their mission.

We are writing to share our comments on the Long Island Power Authority ("LIPA")'s proposed modifications to its Tariff for Electric Service. Overall, ACE NY is supportive of both proposals and the positive effects they will have on the larger electric vehicle (EV) market. We commend LIPA for putting the Public Service Commission's directives into practice with a program that will incentivize charging companies to expand their business in New York state. The proliferation of EV chargers will drive up EV ownership throughout the region and put New York state on track to meet its emissions targets.

With regards to LIPA's petition to implement the EV Phase-In Rate, ACE NY supports the proposal as stated. The creation of an optional incentive for customers that qualify through an annual load factor of less than 25% is an essential measure to make electric vehicles cost competitive in the greater vehicle market. PowerFlex, a member company of ACE NY

that provides electrification and transportation solutions, ran an indicative analysis of the proposed EV Phase-In Rates and found an average estimated savings of ~60% for their clientele (composed of workplaces, municipalities, and multi-unit dwellings) compared to traditional rates. Traditional demand-based rate structures are often incompatible with EV charging stations that have short periods of high demand and long stretches of little to no demand. We believe LIPA's proposed EV Phase-In rates to be a realistic and well-developed measure to incentivize EV charging customers to increase their investment in LIPA's service territory.

Because the EV Phase-In Rates are essential for the electric vehicle transition, we encourage LIPA to execute its proposed program along the proposed timeline. New York's fast-approaching emissions targets are only possible with the reduction of emissions from the transportation sector. The sooner that the phase-in rates are made available to electric vehicle supply equipment operators, the sooner electric vehicle owners and operators will see the savings from driving electric.

Additionally, ACE NY supports LIPA's proposal to transition customers on Rate Codes 282 and 288 to Rate Codes 292 and 294, respectively. We recognize that this action will ultimately streamline the accessibility of LIPA's time-of-use programs, which will speed up the time it takes for LIPA to enroll a customer in the program. The removal of hurdles for customer enrollment and participation in the program is essential to hasten the electric vehicle transition.

Transportation is a significant emitter of greenhouse gas emissions. As such, New York must take serious action towards transitioning our transportation sector toward clean technology. We would like to extend our gratitude to the Long Island Power Authority for their work on preparing these proposals that will lead to increasingly electrified transportation throughout the region. With the help of LIPA, New York can lead the nation in electric vehicle readiness and significantly advance the clean transportation sector. ACE NY looks forward to continuing to work with public and private entities across New York state to create a cleaner and healthier future for all New Yorkers.

Sincerely,

Jed Prickett

Clean Energy Analyst

Alliance for Clean Energy New York