



CENTRAL HUDSON
Demand Charge Rebate

Participation Manual

Contents

0. Glossary: Abbreviations, Acronyms and Definitions	3
1. Overview: Demand Charge Rebate	4
2. General Program Requirements.....	4
2.1 Eligibility Criteria	4
2.2 Incentive Structure.....	4
2.3 Participation Requirements	5
2.4 Program Timeline.....	5
2.5 Per-Plug Incentive Participants.....	6
3. Reporting Requirements	6
4. Program Support	6

0. Glossary: Abbreviations, Acronyms and Definitions

Applicant	Any entity who has submitted program registration details to Central Hudson but has not yet been accepted.
Application Portal	Customer facing portal to be used for application and program details
Commission or PSC	New York Public Service Commission
Company	Central Hudson Gas & Electric Corp. (Central Hudson)
Customer	A person or organization that is billed for Central Hudson electric service
DCFC	Direct Current Fast Charger. Electric vehicle chargers characterized by its improved charging capability vs. Level 2 (L2) chargers.
EV	Electric Vehicle. Any zero- or plug-in-hybrid electric vehicle, as defined by the New York State Department of Transportation. Any plug-in electric vehicle (BEV or PHEV).
EVSE	Electric Vehicle Supply Equipment. Electrical conductors, related equipment, software, and communications protocols that deliver energy efficiently and safety to the vehicle. EVSE includes L1, L2 (208/240V) and DCFC (480 V) chargers. And communicates charge data via Wi-Fi or a cellular connection.
Joint Utilities	Joint Utilities of New York, a consortium of energy service providers who frequently collaborate on state programs.
L2	Level Two electric supply equipment, generally defined as offering between 7.5-20kW of charging capability.
Participant	Any accepted applicant participating in and/or receiving program incentives.
Service Classification (SC)	Service class. Electric service delivered under one of Central Hudson's tariffs, as filed with the PSC.
Staff	Staff of the Department of Public Service.

1. Overview: Demand Charge Rebate

The Demand Charge Rebate provides eligible commercial Electric Vehicle (EV) customers with a 50% rebate of their billed demand delivery charges.

Demand Charges are billed on a per kW basis, based on the peak demand usage in the billing period.

2. General Program Requirements

2.1 Eligibility Criteria

Commercial electric customers on a demand rate (SC2, SC3 or SC13) who have EV charging at their site, including Level 2 (L2), Direct Current Fast Charging (DCFC) or a combination of both.

- a. At least 50% of the customer's load must be from EV charging, if the EV charging load is not separately metered. Charging Ratio must be at least 50% or higher.
- b. The customer may not be enrolled in the Per Plug Incentive (PPI) Program and the DCR Program at the same time.

2.2 Incentive Structure

The rebate will be determined for each billing period by taking the billed Demand Delivery Charges multiplied by the Charging Ratio multiplied by 50%. There will be no rebate against surcharges, supply charges, or any other demand-measured charges included on a customer's bill. The rebate amount will be listed as a bill credit under the Payments and Adjustments section on a customer's monthly statement.

Participants will receive monetary incentives using visual calculations described below:

How does Central Hudson calculate the rebate?

$$\text{Rebate} = 50\% \times \text{Billed Demand Delivery Charge} \times \text{Charging Ratio (constant)}$$

$$\text{Charging Ratio} = \frac{\text{Maximum Possible EV Charging Demand}}{\text{Maximum Possible Site Demand}}$$

- a. If the EV Chargers are metered separately from other loads (i.e.: buildings, area lights, etc.), then Charging Ratio is 1.
- b. If the EV Chargers are not separately metered, then Central Hudson will calculate the Charging Ratio using information about the EV Chargers and the customer's Load Letter.

The rebate will be determined for each billing period by taking the billed Demand Delivery Charges multiplied by the Charging Ratio multiplied by 50%. The rebate amount will be listed as a bill credit under the Payments and Adjustments section on a customer's monthly statement.

Participants will begin receiving a rebate for their first full statement cycle after being accepted into the Program. The Program will not provide partial or prorated rebates.

2.3 Participation Requirements

Interested participants can apply for the Demand Charge Rebate by downloading an application from the [Company website](#) and emailing their completed form to EVPrograms@cenhud.com. Before filling out an application, be prepared to provide the following information:

- Project Documentation:
 - Project Description
 - Final Paid Invoices
 - Site Plan
 - Site Satellite Image
 - Site Load Letter
 - Charger Specifications
 - Signed Participant Agreement

- Document Definitions:
 - **Project Description:** This document will describe the work you completed at your site. Please use our Application for this purpose.
 - **Final Paid Invoices:** Copies of all estimated and final costs and billing associated with the project. These must be on official company letterhead and include site address, customer name, charger models, conduit and wire lengths, and total project cost.
 - **Site Plan:** Site drawing including the location of all chargers.
 - **Site Satellite Image:** Satellite image of the site including the location of all chargers and relevant equipment.
 - **Site Load Letter:** Customers are required to provide a load letter to establish eligibility for the program.
 - **Charger Specifications:** Specifications include estimated details on location of the charger on the site, wattage, and measurements of charger components and associated equipment. This information is provided by the manufacturer of the charger.
 - **Signed Participant Agreement:** Signed copy of agreement to terms & conditions of project participation. Included in the application process.

2.4 Program Timeline

Central Hudson plans to begin accepting applications for the Demand Charge Rebate on January 19, 2024. The Demand Charge Rebate will remain available to eligible customers until such time as the EV Phase-In Rate, as described in the Commission's January 19, 2023, EV Rate Design Order, is made available.

2.5 Per-Plug Incentive Participants

Existing Per-Plug Incentive (PPI) program participants will be given a 60-day election period to choose between remaining in the PPI program or switching to the Demand Charge Rebate, beginning November 20, 2023.

3. Reporting Requirements

Participants agree that Central Hudson will report program data consist with the Order.¹

4. Program Support

For questions about the eligibility/application process, or the ongoing requirements for Program participation, please submit inquiries to the following email address: EVPrograms@cenhud.com.

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