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MAY 29 2026

**PUBLIC SERVICE
COMMISSION**

May 29, 2026

Via Electronic Filing System

Ms. Linda C. Bridwell, P.E.
Executive Director
Public Service Commission
211 Sower Boulevard
Frankfort, Kentucky 40602

RE: Demand Side Management Pilot – Residential Electric Vehicle Off-Peak Charging Program

Dear Ms. Bridwell,

Enclosed please find for filing an updated version of East Kentucky Power Cooperative's Demand Side Management Pilot – Residential Electric Vehicle Off-Peak Charging Program tariff. As part of the pilot phase of the EV program, EKPC and its owner-members committed to completing a measurement and verification ("M&V") study. The stated goal of the pilot was to encourage EV owners to shift charging of their EV from peak hours to off-peak times (10:00pm to 6:00am EPT). The M&V study showed that the pilot was effective at shifting EV owner charging to off-peak times. However, the study also found that the overall demand reduction that was shifted off-peak to be far less than initially thought at around .231kW summer demand peak reduction at hour ending 18:00. With this being the case, the total resource cost (TRC) dropped from being estimated as beneficial to .28. The pilot did prove that EV's are a good load new load for EKPC and the owner-members, but it found that a good portion of EV owners were not plugging in as early in the evening as initially thought.

EKPC and the Owner-Members recognize that the EV program cannot continue as a demand side management program with a TRC of .28. However, since the pilot structure was effective at shifting load and that the new load was beneficial (4,044 kWh annualized at home charging), EKPC and the Owner-Member's propose to shift the EV pilot from a DSM program to a line-item promotional incentive. Keeping the program allows continued evaluation of EV charging habits and monitoring of potential changes that EV market shifts could bring like an increase in plug in hybrid charging.

This DSM program is unique because it provides the end use members a bill credit for participation. EKPC and the Owner-Member cooperatives are proposing to rename the tariff Rate REV – Residential Electric Vehicle Off-Peak Charging Program ("Rate REV"). The credit to the end-use members will continue to be \$0.02/kWh. EKPC and the Owner-Member cooperatives believe that continuing the EV charging program encourages a form of load growth that is healthy for EKPC and the owner-member grid.

Please contact me with additional questions.

Very truly yours,

Greg Cecil

Director of Regulatory and Compliance Services

Enclosures

4775 Lexington Road, POB 707

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DATE OF ISSUE: Jun 30, 2026

DATE EFFECTIVE: Service rendered on and after June 29, 2026

ISSUED BY: Don Mosier
Don Mosier
President and Chief Executive Officer

Rate REV

T

Residential Electric Vehicle Off-Peak Charging ProgramApplicability

In all territories of owner-members of EKPC.

Availability

The Residential Electric Vehicle ("EV") Off-Peak Charging Program ("Program") is available to end-use retail members ("retail members") in the service territories of EKPC owner-members and includes energy reporting from electric vehicles or compatible electric vehicle supply equipment ("EVSE").

Purpose

D

The Program will encourage the reduction of growth in peak demand resulting from the adoption of EVs, allow EKPC to utilize its system more efficiently, manage market purchases, defer the construction of new generation, and promote the adoption of EVs.

Eligibility

To qualify for this program, the retail member's residence must be located in the service territory of a participating owner-member and the retail member must utilize a level 2 EVSE. Eligibility may be denied when the EV or the EVSE is not compatible with or does not function properly with the energy software platform utilized for this program.

The retail member may either own or rent the residence where the qualifying EVSE or EV will be charging.

The retail member is responsible for obtaining the permission of the owner of the rented residence to participate in the Program.

Program Incentives

EKPC will provide a monthly \$.02 per-kwh credit to the owner-member, to be passed onto the retail member, for all registered EVs charging energy (kWhs) that occurs during the off-peak hours at the retail member's residence. The off-peak hours occur from 10:00 PM to the following 6:00 AM EPT for all days of the year.

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DATE OF ISSUE: June 29, 2026
DATE EFFECTIVE: Service rendered on and after June 28, 2026
ISSUED BY: Don Mosier
Don Mosier
President and Chief Executive Officer

Rate REV (continued)

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Terms and Conditions

1. Prior to joining the program, the owner-members may inspect the retail member's electrical equipment to insure compatibility with the energy software platform, but the owner-members shall not be responsible for the installation, repair or maintenance of the electrical equipment or the electric vehicle.
2. Retail members may join the program at any time during the year.
3. If a retail member decides to withdraw from the program, the owner-member will endeavor to implement the change as soon as possible.

DATE OF ISSUE: June 29, 2026

DATE EFFECTIVE: Service rendered on and after June 28, 2026

ISSUED BY: Don Mosier
Don Mosier
President and Chief Executive Officer

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TT

DATE OF ISSUE: April 30, 2026DATE EFFECTIVE: Service rendered on and after June 1, 2026

ISSUED BY:

Don Mosier
President and Chief Executive Officer

DATE OF ISSUE: August 1, 2025DATE EFFECTIVE: Service rendered on and after September 1, 2025

ISSUED BY: _____

Anthony S. Campbell,

President and Chief Executive Officer

DSM-Pilot Rate REV

T

Residential Electric Vehicle Off-Peak Charging Program**Applicability**

In all territories of owner-members of EKPC.

Availability

The Residential Electric Vehicle ("EV") Off-Peak Charging Program ("Program") is available to end-use retail members ("retail members") in the service territories of EKPC owner-members and includes energy reporting from electric vehicles or compatible electric vehicle supply equipment ("EVSE").

~~The Program will be a three-year pilot ending June 30, 2026. EKPC reserves the right to restrict the number of retail members in the pilot.~~

D

Purpose

The Program will encourage the reduction of growth in peak demand resulting from the adoption of EVs, allow EKPC to utilize its system more efficiently, manage market purchases, defer the construction of new generation, and promote the adoption of EVs.

Eligibility

To qualify for this program, the retail member's residence must be located in the service territory of a participating owner-member and the retail member must utilize a level 2 EVSE. Eligibility may be denied when the EV or the EVSE is not compatible with or does not function properly with the energy software platform utilized for this program.

The retail member may either own or rent the residence where the qualifying EVSE or EV will be charging.

The retail member is responsible for obtaining the permission of the owner of the rented residence to participate in the Program.

Program Incentives

EKPC will provide a monthly \$.012 per-kwh credit to the owner-member, to be passed onto the retail member, for all registered EVs charging energy (kWhs) that occurs during the off-peak hours at the retail member's residence. The off-peak hours occur from 10:00 PM to the following 6:00 AM EPT for all days of the year.

I

DATE OF ISSUE: ~~December 21, 2022~~ June 29, 2026

DATE EFFECTIVE: Service rendered on and after ~~July 12, 2023~~ June 28, 2026

ISSUED BY: Anthony S. Campbell Don Mosier
President and Chief Executive Officer

~~Issued by authority of an Order of the Public Service Commission of Kentucky in Case No. 2022-00439 dated July 12, 2023.~~

DSM-Pilot Rate REV (continued)

T

Terms and Conditions

1. Prior to joining the program, the owner-members may inspect the retail member's electrical equipment to insure compatibility with the energy software platform, but the owner-members shall not be responsible for the installation, repair or maintenance of the electrical equipment or the electric vehicle.
2. Retail members may join the program at any time during the year.
3. If a retail member decides to withdraw from the program, the owner-member will endeavor to implement the change as soon as possible.

DATE OF ISSUE: ~~December 21, 2022~~ **June 29, 2026**

DATE EFFECTIVE: Service rendered on and after ~~July 12, 2023~~ **June 28, 2026**

ISSUED BY: _____
~~Anthony S. Campbell~~ **Don Mosier**
President and Chief Executive Officer

~~Issued by authority of an Order of the Public Service Commission
of Kentucky in Case No. 2022-00439 dated July 12, 2023.~~

May 27, 2026

Ms. Linda Bridwell
Executive Director
Public Service Commission
211 Sower Boulevard
Frankfort, Kentucky 40602

RE: Demand Side Management Pilot – Residential Electric Vehicle Off-Peak Charging Program

Dear Ms. Bridwell:

Enclosed please find for filing an updated version of Fleming-Mason Energy's Demand Side Management Pilot – Residential Electric Vehicle Off-Peak Charging Program tariff. As part of the pilot phase of the EV program, EKPC and its owner-members committed to completing a measurement and verification study. The stated goal of the pilot was to encourage EV owners to shift their EV charging from peak hours to off-peak times (10:00pm to 6:00am EPT). The M&V study showed that the pilot was effective at shifting EV owner charging to off-peak times. However, the study also found that the overall demand reduction that was shifted off-peak to be far less than initially thought at around .231 kW summer demand peak reduction at hour ending 18:00. With this being the case, the total resource cost (TRC) dropped from being estimated as beneficial to .28. The pilot did prove that EV's are a good new load for EKPC and the owner-members, but it found that a good portion of EV owners were not plugging in as early in the evening as initially thought.

EKPC and the Owner-Members recognize that the EV program cannot continue as a demand side management program with a TRC of .28. However, since the pilot structure was effective at shifting load and that the new load was beneficial (4,044 kWh annualized at home charging), EKPC and the Owner-Member's propose to shift the EV pilot from a DSM program to a line-item promotional incentive. Keeping the program allows continued evaluation of EV charging habits and monitoring of potential changes that EV market shifts could bring like an increase in plug in hybrid charging.

This DSM program is unique because it provides the end-use members with a bill credit for participation. EKPC and the Owner-Member cooperatives are proposing to rename the tariff Schedule REV – Residential Electric Vehicle Off-Peak Charging Program ("Schedule REV"). The credit to the end-use members will continue to be \$0.02/kWh. EKPC and the Owner-Member cooperatives believe that continuing the EV charging program encourages a form of load growth that is healthy for EKPC and the owner-member grid.

Please contact me with additional questions.

Sincerely,


Lauren C. Fritz
Chief Financial Officer

Enclosures

FLEMING-MASON ENERGY COOPERATIVE, INC.

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RESIDENTIAL ELECTRIC VEHICLE OFF-PEAK CHARGING PROGRAM – SCHEDULE REV

(T)

Applicability

In all territory served by Fleming-Mason Energy Cooperative, Inc. ("Fleming-Mason Energy").

Purpose

The Residential Electric Vehicle ("EV") Off-Peak Charging Program will encourage the reduction of growth in peak demand resulting from the adoption of EVs, allow Fleming-Mason Energy to utilize its system more efficiently, and promote the adoption of EVs.

Availability

The Residential EV Off-Peak Charging Program is available to end-use retail members ("retail member") in the service territory of Fleming-Mason Energy and includes energy reporting from electric vehicles or compatible electric vehicle supply equipment ("EVSE").

(D)

Eligibility

To qualify for this program, the retail member's residence must be located in the service territory of Fleming-Mason Energy and be on the Residential and Small Power – Schedule RSP residential rate. The retail member must utilize Level 2 EVSE. Eligibility may be denied when the EV or the EVSE is not compatible with or does not function properly with the energy software platform utilized for this program.

The retail member may either own or rent the residence where the qualifying EVSE or EV will be charging.

The retail member is responsible for obtaining the permission of the owner of the rented residence to participate in the Residential Electric Vehicle Off-Peak Charging Program.

Program Incentives

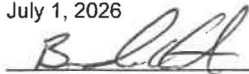
Fleming-Mason Energy will provide a \$.02 per kWh credit on the retail member's bill each month for the registered EVs charging energy (kWhs) that occurs during the off-peak hours at the participant's residence. The off-peak hours are from 10:00 PM to the following 6:00 AM Eastern Prevailing Time ("EPT") for all days of the year. The credit will be applied to the bill after all charges are applied pursuant to the applicable residential electric rate of Fleming-Mason Energy.

The member shall be responsible for payment of any applicable member charges or other applicable charges.

(N)

DATE OF ISSUE: May 27, 2026

DATE EFFECTIVE: July 1, 2026

ISSUED BY: 
President and Chief Executive Officer

RESIDENTIAL ELECTRIC VEHICLE OFF-PEAK CHARGING PROGRAM – SCHEDULE REV

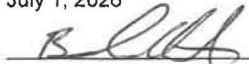
(T)

Terms and Conditions

1. Prior to joining the program, Fleming-Mason Energy may inspect the retail member's EVSE to ensure compatibility with the energy software platform, but Fleming-Mason Energy shall not be responsible for the installation, repair, or maintenance of the EVSE or the EV.
2. Retail members may join the program at any time during the year.
3. If a retail member decides to withdraw from the program, Fleming-Mason Energy will endeavor to implement the change as soon as possible.

DATE OF ISSUE: May 27, 2026

DATE EFFECTIVE: July 1, 2026

ISSUED BY: 
President and Chief Executive Officer

DSM—12**RESIDENTIAL ELECTRIC VEHICLE OFF-PEAK CHARGING PROGRAM – SCHEDULE REV****Applicability**

In all territory served by Fleming-Mason Energy Cooperative, Inc. ("Fleming-Mason Energy").

Purpose

The Residential Electric Vehicle ("EV") Off-Peak Charging Program will encourage the reduction of growth in peak demand resulting from the adoption of EVs, allow Fleming-Mason Energy to utilize its system more efficiently, and promote the adoption of EVs.

Availability

The Residential EV Off-Peak Charging Program is available to end-use retail members ("retail member") in the service territory of Fleming-Mason Energy and includes energy reporting from electric vehicles or compatible electric vehicle supply equipment ("EVSE").

~~The Residential EV Off-Peak Charging Program will be a three-year pilot ending June 30, 2026. Fleming-Mason Energy reserves the right to restrict the number of retail members in the pilot.~~

Eligibility

To qualify for this program, the retail member's residence must be located in the service territory of Fleming-Mason Energy and be on the Residential and Small Power – Schedule RSP residential rate. The retail member must utilize Level 2 EVSE. Eligibility may be denied when the EV or the EVSE is not compatible with or does not function properly with the energy software platform utilized for this program.

The retail member may either own or rent the residence where the qualifying EVSE or EV will be charging.

The retail member is responsible for obtaining the permission of the owner of the rented residence to participate in the Residential Electric Vehicle Off-Peak Charging Program.

Program Incentives

Fleming-Mason Energy will provide a \$.02 per kWh credit on the retail member's bill each month for the registered EVs charging energy (kWhs) that occurs during the off-peak hours at the participant's residence. The off-peak hours are from 10:00 PM to the following 6:00 AM Eastern Prevailing Time ("EPT") for all days of the year. The credit will be applied to the bill after all charges are applied pursuant to the applicable residential electric rate of Fleming-Mason Energy.

The member shall be responsible for payment of any applicable member charges or other applicable charges.

DATE OF ISSUE: ~~October 13, 2023~~ May 27, 2026

DATE EFFECTIVE: ~~December 1, 2023~~ July 1, 2026

ISSUED BY: _____
President and Chief Executive Officer

DSM – 12 (continued)
RESIDENTIAL ELECTRIC VEHICLE OFF-PEAK CHARGING PROGRAM – SCHEDULE REV

Terms and Conditions

1. Prior to joining the program, Fleming-Mason Energy may inspect the retail member's EVSE to ensure compatibility with the energy software platform, but Fleming-Mason Energy shall not be responsible for the installation, repair, or maintenance of the EVSE or the EV.
2. Retail members may join the program at any time during the year.
3. If a retail member decides to withdraw from the program, Fleming-Mason Energy will endeavor to implement the change as soon as possible.

DATE OF ISSUE: ~~October 13, 2023~~ May 27, 2026

DATE EFFECTIVE: ~~December 1, 2023~~ July 1, 2026

ISSUED BY: _____
President and Chief Executive Officer



May 28, 2026

Via Electronic Filing System

Ms. Linda C. Bridwell, P.E.
Executive Director
Public Service Commission
211 Sower Boulevard
Frankfort, Kentucky 40602

RE: Demand Side Management Pilot – Residential Electric Vehicle Off-Peak Charging Program

Dear Ms. Bridwell,

Enclosed please find for filing an updated version of Clark Energy Cooperative, Inc.'s Demand Side Management Pilot – Residential Electric Vehicle Off-Peak Charging Program tariff. As part of the pilot phase of the EV program, EKPC and its owner-members committed to completing a measurement and verification study. The stated goal of the pilot was to encourage EV owners to shift charging of their EV from peak hours to off-peak times (10:00pm to 6:00am EPT). The M&V study showed that the pilot was effective at shifting EV owner charging to off-peak times. However, the study also found that the overall demand reduction that was shifted off-peak to be far less than initially thought at around .231kW summer demand peak reduction at hour ending 18:00. With this being the case, the total resource cost (TRC) dropped from being estimated as beneficial to .28. The pilot did prove that EV's are a good load new load for EKPC and the owner-members, but it found that a good portion of EV owners were not plugging in as early in the evening as initially thought.

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This DSM program is unique because it provides the end use members a bill credit for participation. EKPC and the Owner-Member cooperatives are proposing to rename the tariff Rate REV – Residential Electric Vehicle Off-Peak Charging Program ("Rate REV"). The credit to the end-use members will continue to be \$0.02/kWh. EKPC and the Owner-Member cooperatives

believe that continuing the EV charging program encourages a form of load growth that is healthy for EKPC and the owner-member grid.

Please contact me with additional questions.

Sincerely,

A handwritten signature in black ink, reading "Robert C. Brewer". The signature is fluid and cursive, with the first name "Robert" being the most prominent.

Robert C. Brewer
President & CEO

Rate REV

T

Residential Electric Vehicle Off-Peak Charging Program

Applicability

In all territories of Clark Energy Cooperative, Inc. ("Clark Energy").

Availability

The Residential EV Off-Peak Charging Program is available to end-use retail members ("retail member") in the service territory of Clark Energy and includes energy reporting from electric vehicles or compatible electric vehicle supply equipment ("EVSE").

D

Purpose

The Residential Electric Vehicle ("EV") Off-Peak Charging Program will encourage the reduction of growth in peak demand resulting from the adoption of EVs, allow Clark Energy to utilize its system more efficiently, and promote the adoption of EVs.

Eligibility

To qualify for this program, the retail member's residence must be located in the service territory of Clark Energy and be on their Schedule R residential rate. The retail member must utilize level 2 EVSE. Eligibility may be denied when the EV or the EVSE is not compatible with or does not function properly with the energy software platform utilized for this program.

The retail member may either own or rent the residence where the qualifying EVSE or EV will be charging.

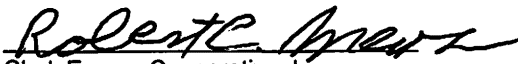
The retail member is responsible for obtaining the permission of the owner of the rented residence to participate in the Residential Electric Vehicle Off-Peak Charging Program.

Program Incentives

Clark Energy will provide a \$.02 per-kwh credit on the retail member's bill each month for the registered EVs charging energy (kWhs) that occurs during the off-peak hours at the participant's residence. The off-peak hours are from 10:00 PM to the following 6:00 AM Eastern Prevailing Time ("EPT") for all days of the year. The credit will be applied to the bill after all charges are applied pursuant to the applicable residential electric rate of Clark Energy.

DATE OF ISSUE: May 29, 2026

DATE EFFECTIVE: June 29, 2026

ISSUED BY: 
Clark Energy Cooperative, Inc.,
President and Chief Executive Officer

CLARK ENERGY COOPERATIVE INC.

FOR ALL COUNTIES SERVED
P.S.C. No. 2
2ND Revised Sheet No. 75
Canceling P.S.C. No. 2
First Revised Sheet No. 75

The member shall be responsible for payment of any applicable member charges or other applicable charges.

N

Terms and Conditions

1. Prior to joining the program, Clark Energy may inspect the retail member's EVSE to insure compatibility with the energy software platform, but Clark Energy shall not be responsible for the installation, repair or maintenance of the EVSE or the EV.
2. Retail members may join the program at any time during the year.
3. If a retail member decides to withdraw from the program, Clark Energy will endeavor to implement the change as soon as possible.

DATE OF ISSUE: May 29, 2026

DATE EFFECTIVE: June 29, 2026

ISSUED BY: Robert C. Brown
Clark Energy Cooperative, Inc.,
President and Chief Executive Officer

CLARK ENERGY COOPERATIVE INC.

FOR ALL COUNTIES SERVED

P.S.C. No. 2

2ND First Revised Sheet No. 75

Canceling P.S.C. No. 2

First Original Revised Sheet No. 75

DSM-Pilot Rate REV

T

Residential Electric Vehicle Off-Peak Charging Program

Applicability

In all territories of Clark Energy Cooperative, Inc. ("Clark Energy").

Availability

The Residential EV Off-Peak Charging Program is available to end-use retail members ("retail member") in the service territory of Clark Energy and includes energy reporting from electric vehicles or compatible electric vehicle supply equipment ("EVSE").

~~The Residential EV Off-Peak Charging Program will be a three year pilot ending June 30, 2026. <INSERT CO-OP NAME> reserves the right to restrict the number of retail members in the pilot.~~

D

Purpose

The Residential Electric Vehicle ("EV") Off-Peak Charging Program will encourage the reduction of growth in peak demand resulting from the adoption of EVs, allow Clark Energy to utilize its system more efficiently, and promote the adoption of EVs.

Eligibility

To qualify for this program, the retail member's residence must be located in the service territory of Clark Energy and be on their Schedule R residential rate. The retail member must utilize level 2 EVSE. Eligibility may be denied when the EV or the EVSE is not compatible with or does not function properly with the energy software platform utilized for this program.

The retail member may either own or rent the residence where the qualifying EVSE or EV will be charging.

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Program Incentives

Clark Energy will provide a \$.02 per-kwh credit on the retail member's bill each month for the registered EVs charging energy (kWhs) that occurs during the off-peak hours at the participant's residence. The off-peak hours are from 10:00 PM to the following 6:00 AM Eastern Prevailing Time ("EPT") for all days of the year. The credit will be applied to the bill after all charges are applied pursuant to the applicable residential electric rate of Clark Energy.

DATE OF ISSUE: May 29, 2026

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ISSUED BY: _____
Clark Energy Cooperative, Inc.,
President and Chief Executive Officer

CLARK ENERGY COOPERATIVE INC.

FOR ALL COUNTIES SERVED

P.S.C. No. 2

2ND First Revised Sheet No. 75

Canceling P.S.C. No. 2

First Original Revised Sheet No. 75

The member shall be responsible for payment of any applicable member charges or other applicable charges.

N

Terms and Conditions

1. Prior to joining the program, Clark Energy may inspect the retail member's EVSE to insure compatibility with the energy software platform, but Clark Energy shall not be responsible for the installation, repair or maintenance of the EVSE or the EV.
2. Retail members may join the program at any time during the year.
3. If a retail member decides to withdraw from the program, Clark Energy will endeavor to implement the change as soon as possible.

DATE OF ISSUE: May 29, 2026

DATE EFFECTIVE: June 29, 2026

ISSUED BY: _____
Clark Energy Cooperative, Inc.,
President and Chief Executive Officer



Shelby Energy Cooperative

® A Touchstone Energy Cooperative 

May 28, 2026

Ms. Linda C. Bridwell, P.E.
Executive Director
Public Service Commission
211 Sower Boulevard
Frankfort, Kentucky 40602

RE: Demand Side Management Pilot – Residential Electric Vehicle Off-Peak Charging Program

Dear Ms. Bridwell,

Enclosed please find for filing an updated version of Shelby Energy Cooperative's Demand Side Management Pilot – Residential Electric Vehicle Off-Peak Charging Program tariff. As part of the pilot phase of the EV program, EKPC and its owner-members committed to completing a measurement and verification study. The stated goal of the pilot was to encourage EV owners to shift charging of their EV from peak hours to off-peak times (10:00pm to 6:00am EPT). The M&V study showed that the pilot was effective at shifting EV owner charging to off-peak times. However, the study also found that the overall demand reduction that was shifted off-peak to be far less than initially thought at around .231kW summer demand peak reduction at hour ending 18:00. With this being the case, the total resource cost (TRC) dropped from being estimated as beneficial to .28. The pilot did prove that EVs are a good new load for EKPC and the owner-members, but it found that a good portion of EV owners were not plugging in as early in the evening as initially thought.

EKPC and the Owner-Members recognize that the EV program cannot continue as a demand side management program with a TRC of .28. However, since the pilot structure was effective at shifting load and that the new load was beneficial (4,044 kWh annualized at home charging), EKPC and the Owner-Member's propose to shift the EV pilot from a DSM program to a line-item promotional incentive. Keeping the program allows continued evaluation of EV charging habits and monitoring of potential changes that EV market shifts could bring like an increase in plug in hybrid charging.

This DSM program is unique because it provides the end use members a bill credit for participation. EKPC and the Owner-Member cooperatives are proposing to rename the tariff Rate REV – Residential Electric Vehicle Off-Peak Charging Program ("Rate REV"). The credit to the end-use members will continue to be \$0.02/kWh. EKPC and the Owner-Member cooperatives believe that continuing the EV charging program encourages a form of load growth that is healthy for EKPC and the owner-member grid. Please contact me with additional questions.

Sincerely,



Michael Moriarty
Chief Financial Officer
Enclosures

Rate REV

T

Residential Electric Vehicle Off-Peak Charging Program

Applicability

In all territories of Shelby Energy Cooperative.

Availability

The Residential EV Off-Peak Charging Program is available to end-use retail members ("retail member") in the service territory of Shelby Energy Cooperative and includes energy reporting from electric vehicles or compatible electric vehicle supply equipment ("EVSE").

Purpose

The Residential Electric Vehicle ("EV") Off-Peak Charging Program will encourage the reduction of growth in peak demand resulting from the adoption of EVs, allow Shelby Energy Cooperative to utilize its system more efficiently, and promote the adoption of EVs.

Eligibility

To qualify for this program, the retail member's residence must be located in the service territory of Shelby Energy Cooperative and be on the Rate 11 – General Service or Rate 12 – Residential Service rate. The retail member must utilize level 2 EVSE. Eligibility may be denied when the EV or the EVSE is not compatible with or does not function properly with the energy software platform utilized for this program.

The retail member may either own or rent the residence where the qualifying EVSE or EV will be charging.

The retail member is responsible for obtaining the permission of the owner of the rented residence to participate in the Residential Electric Vehicle Off-Peak Charging Program.

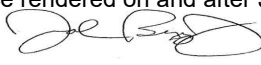
Program Incentives

Shelby Energy Cooperative will provide a \$.02 per-kwh credit on the retail member's bill each month for the registered EVs charging energy (kWhs) that occurs during the off-peak hours at the participant's residence. The off-peak hours are from 10:00 PM to the following 6:00 AM Eastern Prevailing Time ("EPT") for all days of the year. The credit will be applied to the bill after all charges are applied pursuant to the applicable residential electric rate of Shelby Energy Cooperative.

DATE OF ISSUE: May 29, 2026

DATE EFFECTIVE: Service rendered on and after June 29, 2026

ISSUED BY:



Jack Bragg, Jr.
President and Chief Executive Officer

The member shall be responsible for payment of any applicable member charges or other applicable charges.

N

Terms and Conditions

1. Prior to joining the program, Shelby Energy Cooperative may inspect the retail member's EVSE to insure compatibility with the energy software platform, but Shelby Energy Cooperative shall not be responsible for the installation, repair or maintenance of the EVSE or the EV.
2. Retail members may join the program at any time during the year.
3. If a retail member decides to withdraw from the program, Shelby Energy Cooperative will endeavor to implement the change as soon as possible.

DATE OF ISSUE: May 29, 2026

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ISSUED BY: 

Jack Bragg, Jr.
President and Chief Executive Officer

DSM Pilot Rate REV

T

Residential Electric Vehicle Off-Peak Charging ProgramApplicability

In all territories of Shelby Energy Cooperative.

Availability

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~~The Residential EV Off-Peak Charging Program will be a three year pilot ending June 30, 2026. Shelby Energy Cooperative reserves the right to restrict the number of retail members in the pilot.~~

D

Purpose

The Residential Electric Vehicle ("EV") Off-Peak Charging Program will encourage the reduction of growth in peak demand resulting from the adoption of EVs, allow Shelby Energy Cooperative to utilize its system more efficiently, and promote the adoption of EVs.

Eligibility

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Program Incentives

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DATE OF ISSUE: ~~October 27, 2023~~ May 29, 2026

DATE EFFECTIVE: Service rendered on and after ~~December 1, 2023~~ June 29, 2026

ISSUED BY:



Jack Bragg, Jr.
President and Chief Executive Officer

The member shall be responsible for payment of any applicable member charges or other applicable charges.

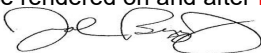
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DATE OF ISSUE: ~~October 27, 2023~~ May 29, 2026

DATE EFFECTIVE: Service rendered on and after ~~December 1, 2023~~ June 29, 2026

ISSUED BY: 

Jack Bragg, Jr.
President and Chief Executive Officer



Cumberland Valley Electric

A Touchstone Energy Cooperative

May 29, 2026

Via Electronic Filing System

Ms. Linda C. Bridwell, P.E.
Executive Director
Public Service Commission
211 Sower Boulevard
Frankfort, Kentucky 40602

RE: Demand Side Management Pilot – Residential Electric Vehicle Off-Peak Charging Program

Dear Ms. Bridwell,

Enclosed please find for filing an updated version of Cumberland Valley Electric's Demand Side Management Pilot – Residential Electric Vehicle Off-Peak Charging Program tariff. As part of the pilot phase of the EV program, EKPC and its owner-members committed to completing a measurement and verification study. The stated goal of the pilot was to encourage EV owners to shift charging of their EV from peak hours to off-peak times (10:00pm to 6:00am EPT). The M&V study showed that the pilot was effective at shifting EV owner charging to off-peak times. However, the study also found that the overall demand reduction that was shifted off-peak to be far less than initially thought at around .231kW summer demand peak reduction at hour ending 18:00. With this being the case, the total resource cost (TRC) dropped from being estimated as beneficial to .28. The pilot did prove that EV's are a good load new load for EKPC and the owner-members, but it found that a good portion of EV owners were not plugging in as early in the evening as initially thought.

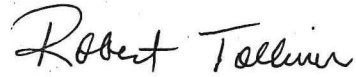
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believe that continuing the EV charging program encourages a form of load growth that is healthy for EKPC and the owner-member grid.

Please contact me with additional questions.

Sincerely,

A handwritten signature in black ink that reads "Robert Tolliver". The signature is written in a cursive style with a large, stylized "R" and "T".

Robert Tolliver
Office Manager

Rate REV

T

RESIDENTIAL ELECTRIC VEHICLE OFF-PEAK CHARGING PROGRAMAPPLICABILITY

In all territories of Cumberland Valley Electric.

AVAILABILITY

The Residential EV Off-Peak Charging Program is available to end-use retail members ("retail member") in the service territory of Cumberland Valley Electric and includes energy reporting from electric vehicles or compatible electric vehicle supply equipment ("EVSE").

PURPOSE

D

The Residential Electric Vehicle ("EV") Off-Peak Charging Program will encourage the reduction of growth in peak demand resulting from the adoption of EVs, allow Cumberland Valley Electric to utilize its system more efficiently, and promote the adoption of EVs.

ELIGIBILITY

To qualify for this program, the retail member's residence must be located in the service territory of Cumberland Valley Electric and be on their Schedule I residential rate. The retail member must utilize level 2 EVSE. Eligibility may be denied when the EV or the EVSE is not compatible with or does not function properly with the energy software platform utilized for this program.

The retail member may either own or rent the residence where the qualifying EVSE or EV will be charging.

The retail member is responsible for obtaining the permission of the owner of the rented residence to participate in the Residential Electric Vehicle Off-Peak Charging Program.

DATE OF ISSUE May 29, 2026

DATE EFFECTIVE June 29, 2026

ISSUED BY /s/ Ted Hampton
President & Chief Executive Officer

BY AUTHORITY OF ORDER OF THE PUBLIC SERVICE COMMISSION
IN CASE NO. _____ DATED _____

PROGRAM INCENTIVES

Cumberland Valley Electric will provide a \$.02 per-kwh credit on the retail member's bill each month for the registered EVs charging energy (kWhs) that occurs during the off-peak hours at the participant's residence. The off-peak hours are from 10:00 PM to the following 6:00 AM Eastern Prevailing Time ("EPT") for all days of the year. The credit will be applied to the bill after all charges are applied pursuant to the applicable residential electric rate of Cumberland Valley Electric.

The member shall be responsible for payment of any applicable member charges or other applicable charges.

N

TERMS AND CONDITIONS

1. Prior to joining the program, Cumberland Valley Electric may inspect the retail member's EVSE to ensure compatibility with the energy software platform, but Cumberland Valley Electric shall not be responsible for the installation, repair or maintenance of the EVSE or the EV.
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DATE OF ISSUE May 29, 2026

DATE EFFECTIVE June 29, 2026

ISSUED BY /s/ Ted Hampton
President & Chief Executive Officer

BY AUTHORITY OF ORDER OF THE PUBLIC SERVICE COMMISSION
IN CASE NO. _____ DATED _____

~~DSM PILOT~~Rate REV

T

RESIDENTIAL ELECTRIC VEHICLE OFF-PEAK CHARGING PROGRAMAPPLICABILITY

In all territories of Cumberland Valley Electric.

AVAILABILITY

The Residential EV Off-Peak Charging Program is available to end-use retail members ("retail member") in the service territory of Cumberland Valley Electric and includes energy reporting from electric vehicles or compatible electric vehicle supply equipment ("EVSE").

~~The Residential EV Off-Peak Charging Program will be a three-year pilot ending June 30, 2026. Cumberland Valley Electric reserves the right to restrict the number of retail members in the pilot.~~

D

PURPOSE

The Residential Electric Vehicle ("EV") Off-Peak Charging Program will encourage the reduction of growth in peak demand resulting from the adoption of EVs, allow Cumberland Valley Electric to utilize its system more efficiently, and promote the adoption of EVs.

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To qualify for this program, the retail member's residence must be located in the service territory of Cumberland Valley Electric and be on their Schedule I residential rate. The retail member must utilize level 2 EVSE. Eligibility may be denied when the EV or the EVSE is not compatible with or does not function properly with the energy software platform utilized for this program.

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~~PROGRAM INCENTIVES~~

DATE OF ISSUE ~~October 2, 2023~~ May 29, 2026

DATE EFFECTIVE ~~December 1, 2023~~ June 29, 2026

ISSUED BY /s/ Ted Hampton
President & Chief Executive Officer

BY AUTHORITY OF ORDER OF THE PUBLIC SERVICE COMMISSION
IN CASE NO. _____ DATED _____



PROGRAM INCENTIVES

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DATE OF ISSUE ~~October 2, 2023~~ May 29, 2026

DATE EFFECTIVE ~~December 1, 2023~~ June 29, 2026

ISSUED BY /s/ Ted Hampton
President & Chief Executive Officer

BY AUTHORITY OF ORDER OF THE PUBLIC SERVICE COMMISSION
IN CASE NO. _____ DATED _____



P.O. BOX 100
CAMPBELLSVILLE, KENTUCKY 42719
(844) 970-2739 • Fax (270) 789-3625
tcrecc.com

A Touchstone Energy® Cooperative



May 29, 2026

Via Electronic Filing System

Ms. Linda C. Bridwell, P.E.
Executive Director
Public Service Commission
211 Sower Boulevard
Frankfort, Kentucky 40602

RE: Demand Side Management Pilot – Residential Electric Vehicle Off-Peak Charging Program

Dear Ms. Bridwell,

Enclosed please find for filing an updated version of Taylor County Rural Electric Cooperative Corporation's Demand Side Management Pilot – Residential Electric Vehicle Off-Peak Charging Program tariff. As part of the pilot phase of the EV program, EKPC and its owner-members committed to completing a measurement and verification study. The stated goal of the pilot was to encourage EV owners to shift charging of their EV from peak hours to off-peak times (10:00pm to 6:00am EPT). The M&V study showed that the pilot was effective at shifting EV owner charging to off-peak times. However, the study also found that the overall demand reduction that was shifted off-peak to be far less than initially thought at around .231kW summer demand peak reduction at hour ending 18:00. With this being the case, the total resource cost (TRC) dropped from being estimated as beneficial to .28. The pilot did prove that EV's are a good load new load for EKPC and the owner-members, but it found that a good portion of EV owners were not plugging in as early in the evening as initially thought.

EKPC and the Owner-Members recognize that the EV program cannot continue as a demand side management program with a TRC of .28. However, since the pilot structure was effective at shifting load and that the new load was beneficial (4,044 kWh annualized at home charging), EKPC and the Owner-Member's propose to shift the EV pilot from a DSM program to a line-item promotional incentive. Keeping the program allows continued evaluation of EV charging habits and monitoring of potential changes that EV market shifts could bring like an increase in plug in hybrid charging.

This DSM program is unique because it provides the end use members a bill credit for participation. EKPC and the Owner-Member cooperatives are proposing to rename the tariff Rate REV – Residential Electric Vehicle Off-Peak Charging Program ("Rate REV"). The credit to the end-use members will continue to be \$0.02/kWh. EKPC and the Owner-Member cooperatives

believe that continuing the EV charging program encourages a form of load growth that is healthy for EKPC and the owner-member grid.

Please contact me with additional questions.

Sincerely,

A handwritten signature in blue ink that reads "Patsy Walters". The signature is written in a cursive, flowing style.

Patsy Walters
VP of Finance & Customer Service

TAYLOR COUNTY RURAL ELECTRIC
COOPERATIVE CORPORATION

FOR ALL TERRITORY SERVED
PSC KY No. _____
First Revised Sheet No. 166
Canceling PSC KY No. _____
Original Sheet No. 166

Rate REV

T

Residential Electric Vehicle Off-Peak Charging Program

Applicability

In all territories of Taylor County Rural Electric Cooperative Corporation ("Taylor County RECC").

Availability

The Residential EV Off-Peak Charging Program is available to end-use retail members ("retail member") in the service territory of Taylor County RECC and includes energy reporting from electric vehicles or compatible electric vehicle supply equipment ("EVSE").

D

Purpose

The Residential Electric Vehicle ("EV") Off-Peak Charging Program will encourage the reduction of growth in peak demand resulting from the adoption of EVs, allow Taylor County RECC to utilize its system more efficiently, and promote the adoption of EVs.

Eligibility

To qualify for this program, the retail member's residence must be located in the service territory of Taylor County RECC and be on their SCHEDULE A – FARM AND HOME SERVICE residential rate. The retail member must utilize level 2 EVSE. Eligibility may be denied when the EV or the EVSE is not compatible with or does not function properly with the energy software platform utilized for this program.

The retail member may either own or rent the residence where the qualifying EVSE or EV will be charging.

The retail member is responsible for obtaining the permission of the owner of the rented residence to participate in the Residential Electric Vehicle Off-Peak Charging Program.

Program Incentives

Taylor County RECC will provide a \$.02 per-kwh credit on the retail member's bill each month for the registered EVs charging energy (kWhs) that occurs during the off-peak hours at the participant's residence. The off-peak hours are from 10:00 PM to the following 6:00 AM Eastern Prevailing Time ("EPT") for all days of the year. The credit will be applied to the bill after all charges are applied pursuant to the applicable residential electric rate of Taylor County RECC.

DATE OF ISSUE: May 29, 2026

DATE EFFECTIVE: Service rendered on and after June 29, 2026

ISSUED BY: /s/ Jeff Williams
NAME/TITLE: Jeff Williams, CEO
President and Chief Executive Officer

TAYLOR COUNTY RURAL ELECTRIC
COOPERATIVE CORPORATION

FOR ALL TERRITORY SERVED
PSC KY No. _____
First Revised Sheet No. 166.1
Canceling PSC KY No. _____
Original Sheet No. 166.1

The member shall be responsible for payment of any applicable member charges or other applicable charges.

N

Terms and Conditions

1. Prior to joining the program, Taylor County RECC may inspect the retail member's EVSE to insure compatibility with the energy software platform, but Taylor County RECC shall not be responsible for the installation, repair or maintenance of the EVSE or the EV.
2. Retail members may join the program at any time during the year.
3. If a retail member decides to withdraw from the program, Taylor County RECC will endeavor to implement the change as soon as possible.

DATE OF ISSUE: May 29, 2026

DATE EFFECTIVE: Service rendered on and after June 29, 2026

ISSUED BY: /s/ Jeff Williams
NAME/TITLE: Jeff Williams, CEO
President and Chief Executive Officer

TAYLOR COUNTY RURAL ELECTRIC
COOPERATIVE CORPORATION

FOR ALL TERRITORY SERVED
PSC KY No. _____
First Revised Sheet No. 166
Canceling PSC KY No. _____
Original Sheet No. 166

DSM Pilot Rate REV

T

Residential Electric Vehicle Off-Peak Charging Program

Applicability

In all territories of Taylor County Rural Electric Cooperative Corporation ("Taylor County RECC").

Availability

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~~The Residential EV Off-Peak Charging Program will be a three year pilot ending June 30, 2026. Taylor County RECC reserves the right to restrict the number of retail members in the pilot.~~

D

Purpose

The Residential Electric Vehicle ("EV") Off-Peak Charging Program will encourage the reduction of growth in peak demand resulting from the adoption of EVs, allow Taylor County RECC to utilize its system more efficiently, and promote the adoption of EVs.

Eligibility

To qualify for this program, the retail member's residence must be located in the service territory of Taylor County RECC and be on their SCHEDULE A – FARM AND HOME SERVICE residential rate. The retail member must utilize level 2 EVSE. Eligibility may be denied when the EV or the EVSE is not compatible with or does not function properly with the energy software platform utilized for this program.

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DATE OF ISSUE: ~~October 23, 2023~~ May 29, 2026

DATE EFFECTIVE: Service rendered on and after ~~December 1, 2023~~ June 29, 2026

ISSUED BY: /s/ Jeff Williams
NAME/TITLE: Jeff Williams, CEO
President and Chief Executive Officer

TAYLOR COUNTY RURAL ELECTRIC
COOPERATIVE CORPORATION

FOR ALL TERRITORY SERVED

PSC KY No. _____

First Revised Sheet No. 166.1

Canceling PSC KY No. _____

Original Sheet No. 166.1

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DATE EFFECTIVE: Service rendered on and after ~~December 1, 2023~~ June 29, 2026

ISSUED BY: /s/ Jeff Williams
NAME/TITLE: Jeff Williams, CEO
President and Chief Executive Officer



SALT RIVER ELECTRIC

A Touchstone Energy Cooperative 

111 West Brashear Avenue • Bardstown, Kentucky 40004
(502) 348-3931 • (502) 955-9732 • Fax (502) 348-1993

May 29, 2026

Via Electronic Filing System

Ms. Linda C. Bridwell, P.E.
Executive Director
Public Service Commission
211 Sower Boulevard
Frankfort, Kentucky 40602

RE: Demand Side Management Pilot – Residential Electric Vehicle Off-Peak Charging Program

Dear Ms. Bridwell,

Enclosed please find for filing an updated version of Salt River Electric's Demand Side Management Pilot – Residential Electric Vehicle Off-Peak Charging Program tariff. As part of the pilot phase of the EV program, EKPC and its owner-members committed to completing a measurement and verification study. The stated goal of the pilot was to encourage EV owners to shift charging of their EV from peak hours to off-peak times (10:00pm to 6:00am EPT). The M&V study showed that the pilot was effective at shifting EV owner charging to off-peak times. However, the study also found that the overall demand reduction that was shifted off-peak to be far less than initially thought at around .231kW summer demand peak reduction at hour ending 18:00. With this being the case, the total resource cost (TRC) dropped from being estimated as beneficial to .28. The pilot did prove that EV's are a good load new load for EKPC and the owner-members, but it found that a good portion of EV owners were not plugging in as early in the evening as initially thought.

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Please contact me with additional questions.

Sincerely,

A handwritten signature in dark ink, appearing to read 'T. Sharp', with a stylized flourish at the end.

Tim Sharp,
President & CEO

Rate REV

T

Residential Electric Vehicle Off-Peak Charging Program**Applicability**

In all territories of SALT RIVER ELECTRIC

Availability

The Residential EV Off-Peak Charging Program is available to end-use retail members ("retail member") in the service territory of SALT RIVER ELECTRIC and includes energy reporting from electric vehicles or compatible electric vehicle supply equipment ("EVSE").

D

Purpose

The Residential Electric Vehicle ("EV") Off-Peak Charging Program will encourage the reduction of growth in peak demand resulting from the adoption of EVs, allow SALT RIVER ELECTRIC to utilize its system more efficiently, and promote the adoption of EVs.

Eligibility

To qualify for this program, the retail member's residence must be located in the service territory of SALT RIVER ELECTRIC and be on their Farm and Home Service A-5 residential rate. The retail member must utilize level 2 EVSE. Eligibility may be denied when the EV or the EVSE is not compatible with or does not function properly with the energy software platform utilized for this program.

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Program Incentives

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DATE OF ISSUE: May 29, 2026

DATE EFFECTIVE: Service rendered on and after June 29, 2026

ISSUED BY: /s/Tim Sharp
President and Chief Executive Officer

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DATE OF ISSUE: May 29, 2026

DATE EFFECTIVE: Service rendered on and after June 29, 2026

ISSUED BY: /s/Tim Sharp
President and Chief Executive Officer



115 Jackson Energy Lane
McKee, Kentucky 40447
Telephone (606) 364-1000 • Fax (606) 364-1007

May 29, 2026

Via Electronic Filing System

Ms. Linda C. Bridwell, P.E.
Executive Director
Public Service Commission
211 Sower Boulevard
Frankfort, Kentucky 40602

RE: Demand Side Management Pilot – Residential Electric Vehicle Off-Peak Charging Program

Dear Ms. Bridwell,

Enclosed please find for filing an updated version of Jackson Energy Cooperative's Demand Side Management Pilot – Residential Electric Vehicle Off-Peak Charging Program tariff. As part of the pilot phase of the EV program, EKPC and its owner-members committed to completing a measurement and verification study. The stated goal of the pilot was to encourage EV owners to shift charging of their EV from peak hours to off-peak times (10:00pm to 6:00am EPT). The M&V study showed that the pilot was effective at shifting EV owner charging to off-peak times. However, the study also found that the overall demand reduction that was shifted off-peak to be far less than initially thought at around .231kW summer demand peak reduction at hour ending 18:00. With this being the case, the total resource cost (TRC) dropped from being estimated as beneficial to .28. The pilot did prove that EV's are a good load new load for EKPC and the owner-members, but it found that a good portion of EV owners were not plugging in as early in the evening as initially thought.

EKPC and the Owner-Members recognize that the EV program cannot continue as a demand side management program with a TRC of .28. However, since the pilot structure was effective at shifting load and that the new load was beneficial (4,044 kWh annualized at home charging), EKPC and the Owner-Member's propose to shift the EV pilot from a DSM program to a line-item promotional incentive. Keeping the program allows continued evaluation of EV charging habits and monitoring of potential changes that EV market shifts could bring like an increase in plug in hybrid charging.

This DSM program is unique because it provides the end use members a bill credit for participation. EKPC and the Owner-Member cooperatives are proposing to rename the tariff Schedule REV – Residential Electric Vehicle Off-Peak Charging Program ("Schedule REV"). The

credit to the end-use members will continue to be \$0.02/kWh. EKPC and the Owner-Member cooperatives believe that continuing the EV charging program encourages a form of load growth that is healthy for EKPC and the owner-member grid.

Please contact me with additional questions.

Sincerely,

A handwritten signature in blue ink that reads "April Renner". The signature is fluid and cursive, with the first name "April" and last name "Renner" clearly distinguishable.

April Renner
Vice President of Corporate Services

Jackson Energy Cooperative Corporation

Schedule REV

T

Residential Electric Vehicle Off-Peak Charging Program

Applicability

In all territories of Jackson Energy Cooperative Corporation.

Availability

The Residential EV Off-Peak Charging Program is available to end-use retail members ("retail member") in the service territory of Jackson Energy and includes energy reporting from electric vehicles or compatible electric vehicle supply equipment ("EVSE").

D

Purpose

The Residential Electric Vehicle ("EV") Off-Peak Charging Program will encourage the reduction of growth in peak demand resulting from the adoption of EVs, allow Jackson Energy to utilize its system more efficiently, and promote the adoption of EVs.

Eligibility

To qualify for this program, the retail member's residence must be located in the service territory of Jackson Energy and be on their Schedule 10 - Residential Service. The retail member must utilize level 2 EVSE. Eligibility may be denied when the EV or the EVSE is not compatible with or does not function properly with the energy software platform utilized for this program.

The retail member may either own or rent the residence where the qualifying EVSE or EV will be charging.

The retail member is responsible for obtaining the permission of the owner of the rented residence to participate in the Residential Electric Vehicle Off-Peak Charging Program.

Program Incentives

Jackson Energy will provide a \$.02 per-kwh credit on the retail member's bill each month for the registered EVs charging energy (kWhs) that occurs during the off-peak hours at the participant's residence. The off-peak hours are from 10:00 PM to the following 6:00 AM Eastern Prevailing Time ("EPT") for all days of the year. The credit will be applied to the bill after all charges are applied pursuant to the applicable residential electric rate of Jackson Energy.

Date of Issue: May 29, 2026

Date Effective: Services rendered on or after June 29, 2026

Issued By: 
President & CEO

Jackson Energy Cooperative Corporation

Residential Electric Vehicle Off-Peak Charging Program (Continued)

N

The member shall be responsible for payment of any applicable member charges or other applicable charges.

N

Terms and Conditions

1. Prior to joining the program, Jackson Energy may inspect the retail member's EVSE to ensure compatibility with the energy software platform, but Jackson Energy shall not be responsible for the installation, repair or maintenance of the EVSE or the EV.
2. Retail members may join the program at any time during the year.
3. If a retail member decides to withdraw from the program, Jackson Energy will endeavor to implement the change as soon as possible.

Date of Issue: May 29, 2026

Date Effective: Services rendered on or after June 29, 2026

Issued By: 
President & CEO

Jackson Energy Cooperative Corporation

DSM Pilot *Schedule REV*

T

Residential Electric Vehicle Off-Peak Charging ProgramApplicability

In all territories of Jackson Energy Cooperative Corporation.

Availability

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The Residential EV Off-Peak Charging Program will be a three year pilot ending June 30, 2026. Jackson Energy reserves the right to restrict the number of retail members in the pilot.

D

Purpose

The Residential Electric Vehicle ("EV") Off-Peak Charging Program will encourage the reduction of growth in peak demand resulting from the adoption of EVs, allow Jackson Energy to utilize its system more efficiently, and promote the adoption of EVs.

Eligibility

To qualify for this program, the retail member's residence must be located in the service territory of Jackson Energy and be on their Schedule 10 - Residential Service. The retail member must utilize level 2 EVSE. Eligibility may be denied when the EV or the EVSE is not compatible with or does not function properly with the energy software platform utilized for this program.

The retail member may either own or rent the residence where the qualifying EVSE or EV will be charging.

The retail member is responsible for obtaining the permission of the owner of the rented residence to participate in the Residential Electric Vehicle Off-Peak Charging Program.

Program Incentives

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Date of Issue: *October 27, 2023-May 29, 2026*

Date Effective: Services rendered on or after *December 1, 2023-June 29, 2026*

Issued By: _____
President & CEO

Residential Electric Vehicle Off-Peak Charging Program (Continued)

The member shall be responsible for payment of any applicable member charges or other applicable charges.

Terms and Conditions

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Date of Issue: ~~October 27, 2023~~ May 29, 2026

Date Effective: Services rendered on or after ~~December 1, 2023~~ June 29, 2026

Issued By: _____
President & CEO

May 29, 2026

Via Electronic Filing System

Ms. Linda C. Bridwell, P.E.
Executive Director
Public Service Commission
211 Sower Boulevard
Frankfort, Kentucky 40602

RE: Demand Side Management Pilot – Residential Electric Vehicle Off-Peak
Charging Program

Dear Ms. Bridwell,

Enclosed please find for filing an updated version of Licking Valley Rural Electric Cooperative Corporation's Demand Side Management Pilot – Residential Electric Vehicle Off-Peak Charging Program tariff. As part of the pilot phase of the EV program, EKPC and its owner-members committed to completing a measurement and verification study. The stated goal of the pilot was to encourage EV owners to shift charging of their EV from peak hours to off-peak times (10:00pm to 6:00am EPT). The M&V study showed that the pilot was effective at shifting EV owner charging to off-peak times. However, the study also found that the overall demand reduction that was shifted off-peak to be far less than initially thought at around .231kW summer demand peak reduction at hour ending 18:00. With this being the case, the total resource cost (TRC) dropped from being estimated as beneficial to .28. The pilot did prove that EV's are a good load new load for EKPC and the owner-members, but it found that a good portion of EV owners were not plugging in as early in the evening as initially thought.

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This DSM program is unique because it provides the end use members a bill credit for participation. EKPC and the Owner-Member cooperatives are proposing to rename the tariff Rate REV – Residential Electric Vehicle Off-Peak Charging Program (“Rate REV”). The credit to the end-use members will continue to be \$0.02/kWh. EKPC and the Owner-Member cooperatives believe that continuing the EV charging program encourages a form of load growth that is healthy for EKPC and the owner-member grid.

Please contact me with additional questions.

Sincerely,

Heather S. Temple

Heather S. Temple

Rate REV

T

Residential Electric Vehicle Off-Peak Charging Program

Applicability

In all territories of Licking Valley Rural Electric Cooperative Corporation

Availability

The Residential EV Off-Peak Charging Program is available to end-use retail members ("retail member") in the service territory of Licking Valley Rural Electric Cooperative Corporation and includes energy reporting from electric vehicles or compatible electric vehicle supply equipment ("EVSE").

D

Purpose

The Residential Electric Vehicle ("EV") Off-Peak Charging Program will encourage the reduction of growth in peak demand resulting from the adoption of EVs, allow Licking Valley Rural Electric Cooperative Corporation to utilize its system more efficiently, and promote the adoption of EVs.

Eligibility

To qualify for this program, the retail member's residence must be located in the service territory of Licking Valley Rural Electric Cooperative Corporation and be on their Schedule A- Residential, Farm, Small Community Hall & Church Service rate. The retail member must utilize level 2 EVSE. Eligibility may be denied when the EV or the EVSE is not compatible with or does not function properly with the energy software platform utilized for this program.

The retail member may either own or rent the residence where the qualifying EVSE or EV will be charging.

The retail member is responsible for obtaining the permission of the owner of the rented residence to participate in the Residential Electric Vehicle Off-Peak Charging Program.

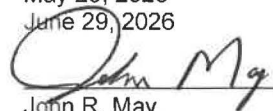
Program Incentives

Licking Valley Rural Electric Cooperative Corporation will provide a \$.02 per-kwh credit on the retail member's bill each month for the registered EVs charging energy (kWhs) that occurs during the off-peak hours at the participant's residence. The off-peak hours are from 10:00 PM to the following 6:00 AM Eastern Prevailing Time ("EPT") for all days of the year. The credit will be applied to the bill after all charges are applied pursuant to the applicable residential electric rate of Licking Valley Rural Electric Cooperative Corporation.

DATE OF ISSUE:
DATE EFFECTIVE:

May 29, 2026
June 29, 2026

ISSUED BY:


John R. May
CEO/General Manager

**LICKING VALLEY RURAL
ELECTRIC COOPERATIVE CORPORATION**

**FOR ALL COUNTIES SERVED
P.S.C. No. 2 First Revised Sheet No. 1
Canceling P.S.C. No. 2 Original Sheet No. 1**

Terms and Conditions

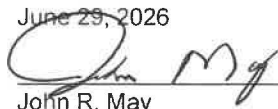
1. Prior to joining the program, Licking Valley Rural Electric Cooperative Corporation may inspect the retail member's EVSE to ensure compatibility with the energy software platform, but Licking Valley Rural Electric Cooperative Corporation shall not be responsible for the installation, repair or maintenance of the EVSE or the EV.
2. Retail members may join the program at any time during the year.
3. If a retail member decides to withdraw from the program, Licking Valley Rural Electric Cooperative Corporation will endeavor to implement the change as soon as possible.
4. The member shall be responsible for payment of any applicable customer charge or other applicable charges.

N

DATE OF ISSUE: May 29, 2026

DATE EFFECTIVE: June 29, 2026

ISSUED BY:


John R. May
CEO/General Manager

DSM Pilot Rate REV

T

Residential Electric Vehicle Off-Peak Charging Program

Applicability

In all territories of Licking Valley Rural Electric Cooperative Corporation

Availability

The Residential EV Off-Peak Charging Program is available to end-use retail members ("retail member") in the service territory of Licking Valley Rural Electric Cooperative Corporation and includes energy reporting from electric vehicles or compatible electric vehicle supply equipment ("EVSE").

~~The Residential EV Off-Peak Charging Program will be a three year pilot ending June 30, 2026. Licking Valley Rural Electric Cooperative Corporation reserves the right to restrict the number of retail members in the pilot.~~

D

Purpose

The Residential Electric Vehicle ("EV") Off-Peak Charging Program will encourage the reduction of growth in peak demand resulting from the adoption of EVs, allow Licking Valley Rural Electric Cooperative Corporation to utilize its system more efficiently, and promote the adoption of EVs.

Eligibility

To qualify for this program, the retail member's residence must be located in the service territory of Licking Valley Rural Electric Cooperative Corporation and be on their Schedule A-Residential, Farm, Small Community Hall & Church Service rate. The retail member must utilize level 2 EVSE. Eligibility may be denied when the EV or the EVSE is not compatible with or does not function properly with the energy software platform utilized for this program.

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The retail member is responsible for obtaining the permission of the owner of the rented residence to participate in the Residential Electric Vehicle Off-Peak Charging Program.

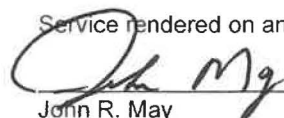
Program Incentives

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DATE OF ISSUE: ~~October 31, 2023~~ May 29, 2026

DATE EFFECTIVE: ~~Service rendered on and after December 1, 2023~~ June 29, 2026

ISSUED BY:


John R. May
CEO/General Manager

LICKING VALLEY RURAL
ELECTRIC COOPERATIVE CORPORATION

FOR ALL COUNTIES SERVED
P.S.C. No. 2 First Revised Sheet No. 1
Canceling P.S.C. No. 2 Original Sheet No. 1

Terms and Conditions

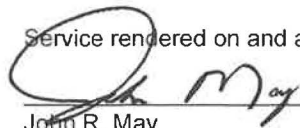
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N

DATE OF ISSUE: ~~October 31, 2023~~ May 29, 2026

DATE EFFECTIVE: Service rendered on and after ~~December 1, 2023~~ June 29, 2026

ISSUED BY:


John R. May
CEO/General Manager



Blue Grass Energy

A Touchstone Energy Cooperative 

P.O. Box 990 • 1201 Lexington Road • Nicholasville, Kentucky 40340-0990
Phone: 888-546-4243 • Fax: 859-885-2854 • bgenergy.com

May 28, 2026

Via Electronic Filing System

Ms. Linda C. Bridwell, P.E.
Executive Director
Public Service Commission
211 Sower Boulevard
Frankfort, Kentucky 40602

RE: Demand Side Management Pilot – Residential Electric Vehicle Off-Peak Charging Program

Dear Ms. Bridwell,

Enclosed please find for filing an updated version of Blue Grass Energy Cooperative Cooperation's Demand Side Management Pilot – Residential Electric Vehicle Off-Peak Charging Program tariff. As part of the pilot phase of the EV program, EKPC and its owner-members committed to completing a measurement and verification study. The stated goal of the pilot was to encourage EV owners to shift charging of their EV from peak hours to off-peak times (10:00pm to 6:00am EPT). The M&V study showed that the pilot was effective at shifting EV owner charging to off-peak times. However, the study also found that the overall demand reduction that was shifted off-peak to be far less than initially thought at around .231kW summer demand peak reduction at hour ending 18:00. With this being the case, the total resource cost (TRC) dropped from being estimated as beneficial to .28. The pilot did prove that EV's are a good load new load for EKPC and the owner-members, but it found that a good portion of EV owners were not plugging in as early in the evening as initially thought.

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This DSM program is unique because it provides the end use members a bill credit for participation. EKPC and the Owner-Member cooperatives are proposing to rename the tariff Rate REV – Residential Electric Vehicle Off-Peak Charging Program ("Rate REV"). The credit to the

Making life better, the cooperative way®



Blue Grass Energy

A Touchstone Energy Cooperative 

P.O. Box 990 • 1201 Lexington Road • Nicholasville, Kentucky 40340-0990
Phone: 888-546-4243 • Fax: 859-885-2854 • bgenergy.com

end-use members will continue to be \$0.02/kWh. EKPC and the Owner-Member cooperatives believe that continuing the EV charging program encourages a form of load growth that is healthy for EKPC and the owner-member grid.

Please contact me with additional questions.

Sincerely,



Martin W. Littrel
President/CEO

Making life better, the cooperative way®

Rate REV

T

Residential Electric Vehicle Off-Peak Charging Program

Applicability

Entire Territory Served

Availability

The Residential EV Off-Peak Charging Program is available to end-use retail members ("retail member") in the service territory of Blue Grass Energy and includes energy reporting from electric vehicles or compatible electric vehicle supply equipment ("EVSE").

D

Purpose

The Residential Electric Vehicle ("EV") Off-Peak Charging Program will encourage the reduction of growth in peak demand resulting from the adoption of EVs, allow Blue Grass Energy to utilize its system more efficiently, and promote the adoption of EVs.

Eligibility

To qualify for this program, the retail member's residence must be located in the service territory of Blue Grass Energy and be on their GS-1 residential rate. The retail member must utilize level 2 EVSE. Eligibility may be denied when the EV or the EVSE is not compatible with or does not function properly with the energy software platform utilized for this program.

The retail member may either own or rent the residence where the qualifying EVSE or EV will be charging.

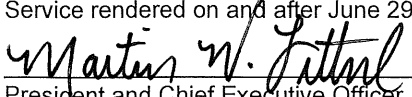
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Program Incentives

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DATE OF ISSUE: May 28, 2026

DATE EFFECTIVE: Service rendered on and after June 29, 2026

ISSUED BY: 
President and Chief Executive Officer

The member shall be responsible for payment of any applicable member charges or other applicable charges.

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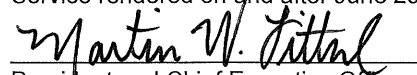
Terms and Conditions

1. Prior to joining the program, Blue Grass Energy may inspect the retail member's EVSE to insure compatibility with the energy software platform, but Blue Grass Energy shall not be responsible for the installation, repair or maintenance of the EVSE or the EV.
2. Retail members may join the program at any time during the year.
3. If a retail member decides to withdraw from the program, Blue Grass Energy will endeavor to implement the change as soon as possible.

DATE OF ISSUE: May 28, 2026

DATE EFFECTIVE: Service rendered on and after June 29, 2026

ISSUED BY:



President and Chief Executive Officer

Rate REV DSM Pilot

T

Residential Electric Vehicle Off-Peak Charging Program

Applicability

Entire Territory Served

Availability

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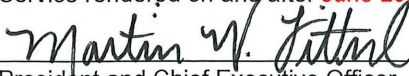
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DATE OF ISSUE: ~~May 28, 2026~~ ~~October 3, 2023~~

DATE EFFECTIVE: Service rendered on and after ~~June 29, 2026~~ ~~November 30, 2023~~

ISSUED BY: 
President and Chief Executive Officer

BLUE GRASS ENERGY COOPERATIVE CORPORATION

For Entire Territory Served

P.S.C. KY No. 2
First Revised ~~Original~~ Sheet No. 229
Canceling P.S.C. KY No. 2
Original Sheet No. 229

The member shall be responsible for payment of any applicable member charges or other applicable charges.

N

Terms and Conditions

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DATE OF ISSUE: *May 29, 2026 October 3, 2023*

DATE EFFECTIVE: Service rendered on and after *June 29, 2026 November 30, 2023*

ISSUED BY: *Martin W. Fittell*
President and Chief Executive Officer



Farmers Rural Electric Cooperative Corporation
P.O. Box 1298, Glasgow, KY 42142-1298 • (270) 651-2191 • Fax (270) 651-7332

May 29, 2026

Via Electronic Filing System

Ms. Linda C. Bridwell, P.E.
Executive Director
Public Service Commission
211 Sower Boulevard
Frankfort, Kentucky 40602

RE: Demand Side Management Pilot – Residential Electric Vehicle Off-Peak
Charging Program

Dear Ms. Bridwell,

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Farmers RECC is an equal opportunity provider and employer.

www.farmersrecc.com

A Touchstone Energy™ Cooperative The logo for Touchstone Energy Cooperative, featuring a stylized sun or flower icon with multiple colors.

This DSM program is unique because it provides the end use members a bill credit for participation. EKPC and the Owner-Member cooperatives are proposing to rename the tariff Rate REV – Residential Electric Vehicle Off-Peak Charging Program (“Rate REV”). The credit to the end-use members will continue to be \$0.02/kWh. EKPC and the Owner-Member cooperatives believe that continuing the EV charging program encourages a form of load growth that is healthy for EKPC and the owner-member grid.

Please contact me with additional questions.

Sincerely,



Jennie Gibson Phelps
Farmers RECC
Vice President, Finance & Accounting

FOR ALL TERRITORY SERVED
Community, Town or City

P.S.C. KY. NO. 10

5th Revised SHEET NO. 106

**FARMERS RURAL ELECTRIC
COOPERATIVE CORPORATION**

CANCELLING P.S.C. KY. NO. 10

4th Revised SHEET NO. 106

Residential Electric Vehicle Off-Peak Charging Program

Applicability

In all territories of Farmers Rural Electric Cooperative Corporation ("Farmers RECC").

Availability

The Residential EV Off-Peak Charging Program is available to end-use retail members ("retail member") in the service territory of Farmers RECC and includes energy reporting from electric vehicles or compatible electric vehicle supply equipment ("EVSE").

Purpose

The Residential Electric Vehicle ("EV") Off-Peak Charging Program will encourage the reduction of growth in peak demand resulting from the adoption of EVs, allow Farmers RECC to utilize its system more efficiently, and promote the adoption of EVs.

Eligibility

To qualify for this program, the retail member's residence must be located in the service territory of Farmers RECC and be on a residential rate. The retail member must utilize level 2 EVSE. Eligibility may be denied when the EV or the EVSE is not compatible with or does not function properly with the energy software platform utilized for this program.

The retail member may either own or rent the residence where the qualifying EVSE or EV will be charging.

The retail member is responsible for obtaining the permission of the owner of the rented residence to participate in the Residential Electric Vehicle Off-Peak Charging Program.

DATE OF ISSUE: 05-29-2026

DATE EFFECTIVE: 06-29-2026

ISSUED BY Taly Moss

TITLE: President & CEO

FOR ALL TERRITORY SERVED
Community, Town or City

P.S.C. KY. NO. 10

3rd Revised SHEET NO. 107

FARMERS RURAL ELECTRIC
COOPERATIVE CORPORATION

CANCELLING P.S.C. KY. NO. 10

2nd Revised SHEET NO. 107

Residential Electric Vehicle Off-Peak Charging Program (continued)

Program Incentives

Farmers RECC will provide a \$.02 per-kwh credit on the retail member's bill each month for the registered EVs charging energy (kWhs) that occurs during the off-peak hours at the participant's residence. The off-peak hours are from 9:00 PM to the following 5:00 AM Central Prevailing Time ("CPT") for all days of the year. The credit will be applied to the bill after all charges are applied pursuant to the applicable residential electric rate of Farmers RECC.

The member shall be responsible for payment of any applicable member charges or other applicable charges.

N

Terms and Conditions

1. Prior to joining the program, Farmers RECC may inspect the retail member's EVSE to insure compatibility with the energy software platform, but Farmers RECC shall not be responsible for the installation, repair or maintenance of the EVSE or the EV.
2. Retail members may join the program at any time during the year.
3. If a retail member decides to withdraw from the program, Farmers RECC will endeavor to implement the change as soon as possible.

DATE OF ISSUE: 05-29-2026

DATE EFFECTIVE: 06-29-2026

ISSUED BY Taly M...

TITLE: President & CEO

FOR ALL TERRITORY SERVED
Community, Town or City

P.S.C. KY. NO. 10

5th 4th Revised SHEET NO. 106

**FARMERS RURAL ELECTRIC
COOPERATIVE CORPORATION**

CANCELLING P.S.C. KY. NO. 10

4th 3rd Revised SHEET NO. 106

DSM Pilot

Residential Electric Vehicle Off-Peak Charging Program

Applicability

In all territories of Farmers Rural Electric Cooperative Corporation ("Farmers RECC").

Availability

The Residential EV Off-Peak Charging Program is available to end-use retail members ("retail member") in the service territory of Farmers RECC and includes energy reporting from electric vehicles or compatible electric vehicle supply equipment ("EVSE").

~~The Residential EV Off-Peak Charging Program will be a three-year pilot ending June 30, 2026. Farmers RECC reserves the right to restrict the number of retail members in the pilot.~~

Purpose

The Residential Electric Vehicle ("EV") Off-Peak Charging Program will encourage the reduction of growth in peak demand resulting from the adoption of EVs, allow Farmers RECC to utilize its system more efficiently, and promote the adoption of EVs.

Eligibility

To qualify for this program, the retail member's residence must be located in the service territory of Farmers RECC and be on a residential rate. The retail member must utilize level 2 EVSE. Eligibility may be denied when the EV or the EVSE is not compatible with or does not function properly with the energy software platform utilized for this program.

The retail member may either own or rent the residence where the qualifying EVSE or EV will be charging.

The retail member is responsible for obtaining the permission of the owner of the rented residence to participate in the Residential Electric Vehicle Off-Peak Charging Program.

DATE OF ISSUE: 05-29-2026 ~~10-18-2023~~

DATE EFFECTIVE: 06-29-2026 ~~12-01-2023~~

ISSUED BY 

TITLE: President & CEO

FOR ALL TERRITORY SERVED
Community, Town or City

P.S.C. KY. NO. 10

3rd 2nd Revised SHEET NO. 107

**FARMERS RURAL ELECTRIC
COOPERATIVE CORPORATION**

CANCELLING P.S.C. KY. NO. 10

2nd 4th Revised SHEET NO. 107

DSM Pilot

Residential Electric Vehicle Off-Peak Charging Program (continued)

Program Incentives

Farmers RECC will provide a \$.02 per-kwh credit on the retail member's bill each month for the registered EVs charging energy (kWhs) that occurs during the off-peak hours at the participant's residence. The off-peak hours are from 9:00 PM 10:00 PM to the following 5:00 AM 6:00 AM Central Eastern Prevailing Time ("CPT") ("EPT") for all days of the year. The credit will be applied to the bill after all charges are applied pursuant to the applicable residential electric rate of Farmers RECC.

The member shall be responsible for payment of any applicable member charges or other applicable charges.

N

Terms and Conditions

1. Prior to joining the program, Farmers RECC may inspect the retail member's EVSE to insure compatibility with the energy software platform, but Farmers RECC shall not be responsible for the installation, repair or maintenance of the EVSE or the EV.
2. Retail members may join the program at any time during the year.
3. If a retail member decides to withdraw from the program, Farmers RECC will endeavor to implement the change as soon as possible.

DATE OF ISSUE: 05-29-2026 10-18-2023

DATE EFFECTIVE: 06-29-2026 12-01-2023

ISSUED BY Toby Howard

TITLE: President & CEO



200 Electric Avenue
Post Office Box 910
Somerset, KY 42502-0910
Telephone 606-678-4121
Toll Free 800-264-5112
Fax 606-679-8279
www.skrecc.com

May 29, 2026

Via Electronic Filing System

Ms. Linda C. Bridwell, P.E.
Executive Director
Public Service Commission
211 Sower Boulevard
Frankfort, Kentucky 40602

RE: Demand Side Management Pilot – Residential Electric Vehicle Off-Peak Charging Program

Dear Ms. Bridwell,

Enclosed please find for filing an updated version of South Kentucky Rural Electric Cooperative Corporation's Demand Side Management Pilot – Residential Electric Vehicle Off-Peak Charging Program tariff. As part of the pilot phase of the EV program, EKPC and its owner-members committed to completing a measurement and verification study. The stated goal of the pilot was to encourage EV owners to shift charging of their EV from peak hours to off-peak times (10:00pm to 6:00am EPT). The M&V study showed that the pilot was effective at shifting EV owner charging to off-peak times. However, the study also found that the overall demand reduction that was shifted off-peak to be far less than initially thought at around .231kW summer demand peak reduction at hour ending 18:00. With this being the case, the total resource cost (TRC) dropped from being estimated as beneficial to .28. The pilot did prove that EV's are a good load new load for EKPC and the owner-members, but it found that a good portion of EV owners were not plugging in as early in the evening as initially thought.

EKPC and the Owner-Members recognize that the EV program cannot continue as a demand side management program with a TRC of .28. However, since the pilot structure was effective at shifting load and that the new load was beneficial (4,044 kWh annualized at home charging), EKPC and the Owner-Member's propose to shift the EV pilot from a DSM program to a line-item promotional incentive. Keeping the program allows continued evaluation of EV charging habits and monitoring of potential changes that EV market shifts could bring like an increase in plug in hybrid charging.

This DSM program is unique because it provides the end use members a bill credit for participation. EKPC and the Owner-Member cooperatives are proposing to rename the tariff Rate REV – Residential Electric Vehicle Off-Peak Charging Program ("Rate REV"). The credit to the end-use members will continue to be \$0.02/kWh. EKPC and the Owner-Member cooperatives believe that continuing the EV charging program encourages a form of load growth that is healthy for EKPC and the owner-member grid.

Please contact me with additional questions.

Sincerely,
Kevin Newton,
President and CEO


Enclosures

Rate REV

T

Residential Electric Vehicle Off-Peak Charging Program

Applicability

In all territories of South Kentucky RECC

Availability

The Residential EV Off-Peak Charging Program is available to end-use retail members ("retail member") in the service territory of South Kentucky RECC and includes energy reporting from electric vehicles or compatible electric vehicle supply equipment ("EVSE").

Purpose

D

The Residential Electric Vehicle ("EV") Off-Peak Charging Program will encourage the reduction of growth in peak demand resulting from the adoption of EVs, allow South Kentucky RECC to utilize its system more efficiently, and promote the adoption of EVs.

Eligibility

To qualify for this program, the retail member's residence must be located in the service territory of South Kentucky RECC and be on their Schedule A residential rate. The retail member must utilize level 2 EVSE. Eligibility may be denied when the EV or the EVSE is not compatible with or does not function properly with the energy software platform utilized for this program.

The retail member may either own or rent the residence where the qualifying EVSE or EV will be charging.

The retail member is responsible for obtaining the permission of the owner of the rented residence to participate in the Residential Electric Vehicle Off-Peak Charging Program.

Program Incentives

South Kentucky RECC will provide a \$.02 per-kwh credit on the retail member's bill each month for the registered EVs charging energy (kWhs) that occurs during the off-peak hours at the participant's residence. The off-peak hours are from 10:00 PM to the following 6:00 AM Eastern Prevailing Time ("EPT") for all days of the year. The credit will be applied to the bill after all charges are applied pursuant to the applicable residential electric rate of South Kentucky RECC

DATE OF ISSUE: May 29, 2026

DATE EFFECTIVE: Service rendered on and after June 29, 2026

ISSUED BY: _____
Kevin Newton,
President and Chief Executive Officer

South Kentucky RECC

FOR: ENTIRE TERRITORY SERVED

**P.S.C. No. 7, Third Revised Sheet No. 37.20
Canceling P.S.C. No. 7, Second Revised Sheet No. 37.20**

The member shall be responsible for payment of any applicable member charges or other applicable charges.

N

Terms and Conditions

1. Prior to joining the program, South Kentucky RECC may inspect the retail member's EVSE to insure compatibility with the energy software platform, but South Kentucky RECC shall not be responsible for the installation, repair or maintenance of the EVSE or the EV.
2. Retail members may join the program at any time during the year.
3. If a retail member decides to withdraw from the program, South Kentucky RECC will endeavor to implement the change as soon as possible.

DATE OF ISSUE: May 29, 2026

DATE EFFECTIVE: Service rendered on and after June 29, 2026

ISSUED BY: _____
Kevin Newton,
IPresident and Chief Executive Officer

South Kentucky RECC

FOR: ENTIRE TERRITORY SERVED

P.S.C. No. 7, ~~Third~~**Second** Revised Sheet No. 37.20
Canceling P.S.C. No. 7, ~~Second~~**First** Revised Sheet No. 37.20

DSM PilotRate REV

Residential Electric Vehicle Off-Peak Charging Program

Applicability

In all territories of South Kentucky RECC

Availability

The Residential EV Off-Peak Charging Program is available to end-use retail members ("retail member") in the service territory of South Kentucky RECC and includes energy reporting from electric vehicles or compatible electric vehicle supply equipment ("EVSE").

~~The Residential EV Off-Peak Charging Program will be a three-year pilot ending June 30, 2026. South Kentucky RECC reserves the right to restrict the number of retail members in the pilot.~~

Purpose

The Residential Electric Vehicle ("EV") Off-Peak Charging Program will encourage the reduction of growth in peak demand resulting from the adoption of EVs, allow South Kentucky RECC to utilize its system more efficiently, and promote the adoption of EVs.

Eligibility

To qualify for this program, the retail member's residence must be located in the service territory of South Kentucky RECC and be on their Schedule A residential rate. The retail member must utilize level 2 EVSE. Eligibility may be denied when the EV or the EVSE is not compatible with or does not function properly with the energy software platform utilized for this program.

The retail member may either own or rent the residence where the qualifying EVSE or EV will be charging.

The retail member is responsible for obtaining the permission of the owner of the rented residence to participate in the Residential Electric Vehicle Off-Peak Charging Program.

Program Incentives

South Kentucky RECC will provide a \$.02 per-kwh credit on the retail member's bill each month for the registered EVs charging energy (kWhs) that occurs during the off-peak hours at the participant's residence. The off-peak hours are from 10:00 PM to the following 6:00 AM Eastern Prevailing Time ("EPT") for all days of the year. The credit will be applied to the bill after all charges are applied pursuant to the applicable residential electric rate of South Kentucky RECC

DATE OF ISSUE: May 29, 2026~~October 23, 2023~~

DATE EFFECTIVE: Service rendered on and after June 29, 2026~~December 1, 2023~~

ISSUED BY: _____
Kevin Newton,
~~Interim~~ President and Chief Executive Officer

South Kentucky RECC

FOR: ENTIRE TERRITORY SERVED

P.S.C. No. 7, ~~Third~~^{Second} Revised Sheet No. 37.20
~~Cancelling P.S.C. No. 7, ~~Second~~^{First} Revised Sheet No. 37.20~~

The member shall be responsible for payment of any applicable member charges or other applicable charges.

N

Terms and Conditions

1. Prior to joining the program, South Kentucky RECC may inspect the retail member's EVSE to insure compatibility with the energy software platform, but South Kentucky RECC shall not be responsible for the installation, repair or maintenance of the EVSE or the EV.
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3. If a retail member decides to withdraw from the program, South Kentucky RECC will endeavor to implement the change as soon as possible.

DATE OF ISSUE: May 29, 2026~~October 23, 2023~~

DATE EFFECTIVE: Service rendered on and after June 29, 2026~~December 1, 2023~~

ISSUED BY:

Kevin Newton,
~~Interim~~ President and Chief Executive Officer



A Touchstone Energy® Cooperative 

May 29, 2026

Via Electronic Filing System

Ms. Linda C. Bridwell, P.E.
Executive Director
Public Service Commission
211 Sower Boulevard
Frankfort, Kentucky 40602

RE: Demand Side Management Pilot – Residential Electric Vehicle Off-Peak Charging Program

Dear Ms. Bridwell,

Enclosed please find for filing an updated version of Nolin RECC's Demand Side Management Pilot – Residential Electric Vehicle Off-Peak Charging Program tariff. As part of the pilot phase of the EV program, EKPC and its owner-members committed to completing a measurement and verification study. The stated goal of the pilot was to encourage EV owners to shift charging of their EV from peak hours to off-peak times (10:00pm to 6:00am EPT). The M&V study showed that the pilot was effective at shifting EV owner charging to off-peak times. However, the study also found that the overall demand reduction that was shifted off-peak to be far less than initially thought at around .231kW summer demand peak reduction at hour ending 18:00. With this being the case, the total resource cost (TRC) dropped from being estimated as beneficial to .28. The pilot did prove that EV's are a good load new load for EKPC and the owner-members, but it found that a good portion of EV owners were not plugging in as early in the evening as initially thought.

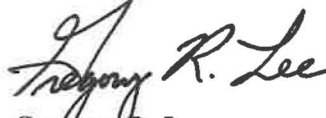
EKPC and the Owner-Members recognize that the EV program cannot continue as a demand side management program with a TRC of .28. However, since the pilot structure was effective at shifting load and that the new load was beneficial (4,044 kWh annualized at home charging), EKPC and the Owner-Member's propose to shift the EV pilot from a DSM program to a line-item promotional incentive. Keeping the program allows continued evaluation of EV charging habits and monitoring of potential changes that EV market shifts could bring like an increase in plug in hybrid charging.

This DSM program is unique because it provides the end use members a bill credit for participation. EKPC and the Owner-Member cooperatives are proposing to rename the tariff Rate REV – Residential Electric Vehicle Off-Peak Charging Program ("Rate REV"). The credit to the end-use members will continue to be \$0.02/kWh. EKPC and the Owner-Member cooperatives

believe that continuing the EV charging program encourages a form of load growth that is healthy for EKPC and the owner-member grid.

Please contact me with additional questions.

Sincerely,

A handwritten signature in black ink, reading "Gregory R. Lee". The signature is fluid and cursive, with the first name "Gregory" written in a larger, more prominent script than the last name "Lee".

Gregory R. Lee
President & CEO

Nolin RECC
411 Ring Road
Elizabethtown, KY 42701-6767

PSC KY NO. 10
3rd Revision Sheet No. 98

CANCELING PSC KY NO.
2nd Revision Sheet No. 98

CLASSIFICATION OF SERVICE

Rate EV

(T)

Residential Electric Vehicle Off-Peak Charging Program

Applicability

In all territories of Nolin RECC.

Availability

The Residential EV Off-Peak Charging Program is available to end-use retail members ("retail member") in the service territory of Nolin RECC and includes energy reporting from electric vehicles or compatible electric vehicle supply equipment ("EVSE").

(D)

Purpose

The Residential Electric Vehicle ("EV") Off-Peak Charging Program will encourage the reduction of growth in peak demand resulting from the adoption of EVs, allow Nolin RECC to utilize its system more efficiently, and promote the adoption of EVs.

Eligibility

To qualify for this program, the retail member's residence must be located in the service territory of Nolin RECC and be on the Schedule 1 residential rate. The retail member must utilize level 2 EVSE. Eligibility may be denied when the EV or the EVSE is not compatible with or does not function properly with the energy software platform utilized for this program.

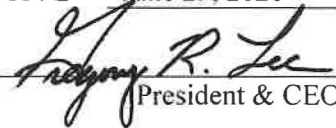
The retail member may either own or rent the residence where the qualifying EVSE or EV will be charging.

The retail member is responsible for obtaining the permission of the owner of the rented residence to participate in the Residential Electric Vehicle Off-Peak Charging Program.

Program Incentives

Nolin RECC will provide a \$.02 per-kwh credit on the retail member's bill each month for the registered EVs charging energy (kWhs) that occurs during the off-peak hours at the participant's residence. The off-peak hours are from 10:00 PM to the following 6:00 AM Eastern Prevailing Time ("EPT") for all days of the year. The credit will be applied to the bill after all charges are applied pursuant to the applicable residential electric rate of Nolin RECC.

DATE OF ISSUE May 29, 2026
DATE EFFECTIVE June 29, 2026

ISSUED BY 
President & CEO

Nolin RECC
411 Ring Road
Elizabethtown, KY 42701-6767

PSC KY NO. 10
3rd Revision Sheet No. 99

CANCELING PSC KY NO.
2nd Revision Sheet No. 99

CLASSIFICATION OF SERVICE

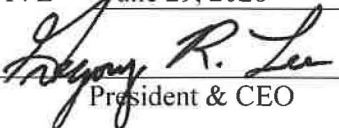
Rate EV (cont.)

The member shall be responsible for payment of any applicable member charges or other applicable charges.

(N)

Terms and Conditions

1. Prior to joining the program, Nolin RECC may inspect the retail member's EVSE to ensure compatibility with the energy software platform, but Nolin RECC shall not be responsible for the installation, repair or maintenance of the EVSE or the EV.
2. Retail members may join the program at any time during the year.
3. If a retail member decides to withdraw from the program, Nolin RECC will endeavor to implement the change as soon as possible.

DATE OF ISSUE May 29, 2026
DATE EFFECTIVE June 29, 2026
ISSUED BY 
President & CEO

Nolin RECC
411 Ring Road
Elizabethtown, KY 42701-6767

PSC KY NO. 10
2nd 3rd Revision Sheet No. 98

CANCELING PSC KY NO.
4th 2nd Revision Sheet No. 98

CLASSIFICATION OF SERVICE

DSM Pilot Rate EV

(T)

Residential Electric Vehicle Off-Peak Charging Program

Applicability

In all territories of Nolin RECC.

Availability

The Residential EV Off-Peak Charging Program is available to end-use retail members ("retail member") in the service territory of Nolin RECC and includes energy reporting from electric vehicles or compatible electric vehicle supply equipment ("EVSE").

~~The Residential EV Off-Peak Charging Program will be a three-year pilot ending June 30, 2026. Nolin RECC reserves the right to restrict the number of retail members in the pilot.~~

(D)

(D)

Purpose

The Residential Electric Vehicle ("EV") Off-Peak Charging Program will encourage the reduction of growth in peak demand resulting from the adoption of EVs, allow Nolin RECC to utilize its system more efficiently, and promote the adoption of EVs.

Eligibility

To qualify for this program, the retail member's residence must be located in the service territory of Nolin RECC and be on the Schedule 1 residential rate. The retail member must utilize level 2 EVSE. Eligibility may be denied when the EV or the EVSE is not compatible with or does not function properly with the energy software platform utilized for this program.

The retail member may either own or rent the residence where the qualifying EVSE or EV will be charging.

The retail member is responsible for obtaining the permission of the owner of the rented residence to participate in the Residential Electric Vehicle Off-Peak Charging Program.

Program Incentives

Nolin RECC will provide a \$.02 per-kwh credit on the retail member's bill each month for the registered EVs charging energy (kWhs) that occurs during the off-peak hours at the participant's residence. The off-peak hours are from 10:00 PM to the following 6:00 AM Eastern Prevailing Time ("EPT") for all days of the year. The credit will be applied to the bill after all charges are applied pursuant to the applicable residential electric rate of Nolin RECC.

DATE OF ISSUE October 2, 2023 May 29, 2026
DATE EFFECTIVE December 1, 2023 June 29, 2026

ISSUED BY _____
President & CEO

Nolin RECC
411 Ring Road
Elizabethtown, KY 42701-6767

PSC KY NO. 10
~~2nd~~ 3rd Revision Sheet No. 99

CANCELING PSC KY NO.
~~1st~~ 2nd Revision Sheet No. 99

CLASSIFICATION OF SERVICE

Rate EV (cont)

The member shall be responsible for payment of any applicable member charges or other applicable charges.

(N)

Terms and Conditions

1. Prior to joining the program, Nolin RECC may inspect the retail member's EVSE to ensure compatibility with the energy software platform, but Nolin RECC shall not be responsible for the installation, repair or maintenance of the EVSE or the EV.
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DATE OF ISSUE ~~October 2, 2023~~ May 29, 2026
DATE EFFECTIVE ~~December 1, 2023~~ June 29, 2026

ISSUED BY _____
President & CEO

Grayson Rural Electric Cooperative Corporation

109 Bagby Park ♦ Grayson, KY 41143-1292
Telephone 606-474-5136 ♦ 1-800-562-3532 ♦ Fax 606-474-5862

May 29, 2026

Via Electronic Filing System

Ms. Linda C. Bridwell, P.E.
Executive Director
Public Service Commission
211 Sower Boulevard
Frankfort, Kentucky 40602

RE: Demand Side Management Pilot – Residential Electric Vehicle Off-Peak Charging Program

Dear Ms. Bridwell,

Enclosed please find for filing an updated version of Grayson Rural Electric's Demand Side Management Pilot – Residential Electric Vehicle Off-Peak Charging Program tariff. As part of the pilot phase of the EV program, EKPC and its owner-members committed to completing a measurement and verification study. The stated goal of the pilot was to encourage EV owners to shift charging of their EV from peak hours to off-peak times (10:00pm to 6:00am EPT). The M&V study showed that the pilot was effective at shifting EV owner charging to off-peak times. However, the study also found that the overall demand reduction that was shifted off-peak to be far less than initially thought at around .231kW summer demand peak reduction at hour ending 18:00. With this being the case, the total resource cost (TRC) dropped from being estimated as beneficial to .28. The pilot did prove that EV's are a good load new load for EKPC and the owner-members, but it found that a good portion of EV owners were not plugging in as early in the evening as initially thought.

EKPC and the Owner-Members recognize that the EV program cannot continue as a demand side management program with a TRC of .28. However, since the pilot structure was effective at shifting load and that the new load was beneficial (4,044 kWh annualized at home charging), EKPC and the Owner-Member's propose to shift the EV pilot from a DSM program to a line-item promotional incentive. Keeping the program allows continued evaluation of EV charging habits and monitoring of potential changes that EV market shifts could bring like an increase in plug in hybrid charging.

This DSM program is unique because it provides the end use members a bill credit for participation. EKPC and the Owner-Member cooperatives are proposing to rename the tariff Rate REV – Residential Electric Vehicle Off-Peak Charging Program ("Rate REV"). The credit to the end-use members will continue to be \$0.02/kWh. EKPC and the Owner-Member cooperatives believe that continuing the EV charging program encourages a form of load growth that is healthy for EKPC and the owner-member grid.

Please contact me with additional questions.

Sincerely,

A handwritten signature in black ink that reads "Bradley Cherry". The script is fluid and cursive, with the first letter of each word being capitalized and prominent.

Bradley Cherry
President & CEO

Grayson Rural Electric Cooperative Corporation

T

Rate REV

Residential Electric Vehicle Off-Peak Charging Program

Applicability

In all territories of Grayson Rural Electric

Availability

The Residential EV Off-Peak Charging Program is available to end-use retail members ("retail member") in the service territory of Grayson Rural Electric and includes energy reporting from electric vehicles or compatible electric vehicle supply equipment ("EVSE").

D

Purpose

The Residential Electric Vehicle ("EV") Off-Peak Charging Program will encourage the reduction of growth in peak demand resulting from the adoption of EVs, allow Grayson Rural Electric to utilize its system more efficiently, and promote the adoption of EVs.

Eligibility

To qualify for this program, the retail member's residence must be located in the service territory of Grayson Rural Electric and be on their Schedule 1, Domestic – Farm & Home Service residential rate. The retail member must utilize level 2 EVSE. Eligibility may be denied when the EV or the EVSE is not compatible with or does not function properly with the energy software platform utilized for this program.

The retail member may either own or rent the residence where the qualifying EVSE or EV will be charging.

The retail member is responsible for obtaining the permission of the owner of the rented residence to participate in the Residential Electric Vehicle Off-Peak Charging Program.

Program Incentives

Grayson Rural Electric will provide a \$.02 per-kwh credit on the retail member's bill each month for the registered EVs charging energy (kWhs) that occurs during the off-peak hours at the participant's residence. The off-peak hours are from 10:00 PM to the following 6:00 AM Eastern Prevailing Time ("EPT") for all days of the year. The credit will be applied to the bill after all charges are applied pursuant to the applicable residential electric rate of Grayson Rural Electric.

DATE OF ISSUE: May 29, 2026

DATE EFFECTIVE: Service rendered on and after June 29, 2026

ISSUED BY:

Bradley Cherry
Bradley Cherry
President and Chief Executive Officer

Grayson Rural Electric Cooperative Corporation

The member shall be responsible for payment of any applicable member charges or other applicable charges.

N

Terms and Conditions

1. Prior to joining the program, Grayson Rural Electric may inspect the retail member's EVSE to insure compatibility with the energy software platform, but Grayson Rural Electric shall not be responsible for the installation, repair or maintenance of the EVSE or the EV.
2. Retail members may join the program at any time during the year.
3. If a retail member decides to withdraw from the program, Grayson Rural Electric will endeavor to implement the change as soon as possible.

DATE OF ISSUE: May 29, 2026

DATE EFFECTIVE: Service rendered on and after June 29, 2026

ISSUED BY: Bradley Cherry
Bradley Cherry
President and Chief Executive Officer

Grayson Rural Electric Cooperative Corporation

DSM Pilot Rate REV

T

Residential Electric Vehicle Off-Peak Charging Program

Applicability

In all territories of Grayson Rural Electric

Availability

The Residential EV Off-Peak Charging Program is available to end-use retail members ("retail member") in the service territory of Grayson Rural Electric and includes energy reporting from electric vehicles or compatible electric vehicle supply equipment ("EVSE").

~~The Residential EV Off-Peak Charging Program will be a three year pilot ending June 30, 2026. Grayson Rural Electric Cooperative Corporation reserves the right to restrict the number of retail members in the pilot.~~

D

Purpose

The Residential Electric Vehicle ("EV") Off-Peak Charging Program will encourage the reduction of growth in peak demand resulting from the adoption of EVs, allow Grayson Rural Electric to utilize its system more efficiently, and promote the adoption of EVs.

Eligibility

To qualify for this program, the retail member's residence must be located in the service territory of Grayson Rural Electric and be on their Schedule 1, Domestic – Farm & Home Service residential rate. The retail member must utilize level 2 EVSE. Eligibility may be denied when the EV or the EVSE is not compatible with or does not function properly with the energy software platform utilized for this program.

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Program Incentives

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DATE OF ISSUE: ~~October 26, 2023~~ May 29, 2026

DATE EFFECTIVE: Service rendered on and after ~~December 1, 2023~~ June 29, 2026

ISSUED BY: _____
Bradley Cherry
President and Chief Executive Officer

Grayson Rural Electric Cooperative Corporation

The member shall be responsible for payment of any applicable member charges or other applicable charges.

N

Terms and Conditions

1. Prior to joining the program, Grayson Rural Electric may inspect the retail member's EVSE to insure compatibility with the energy software platform, but Grayson Rural Electric shall not be responsible for the installation, repair or maintenance of the EVSE or the EV.
2. Retail members may join the program at any time during the year.
3. If a retail member decides to withdraw from the program, Grayson Rural Electric will endeavor to implement the change as soon as possible.

DATE OF ISSUE: ~~October 26, 2023~~ May 29, 2026

DATE EFFECTIVE: Service rendered on and after ~~December 1, 2023~~ June 29, 2026

ISSUED BY: _____
Bradley Cherry
President and Chief Executive Officer



A Touchstone Energy Cooperative 

May 29, 2026

Via Electronic Filing System

Ms. Linda C. Bridwell, P.E.
Executive Director
Public Service Commission
211 Sower Boulevard
Frankfort, Kentucky 40602

RE: Demand Side Management Pilot – Residential Electric Vehicle Off-Peak Charging Program

Dear Ms. Bridwell,

Enclosed please find for filing an updated version of Owen Electric Cooperative Inc.'s Demand Side Management Pilot – Residential Electric Vehicle Off-Peak Charging Program tariff. As part of the pilot phase of the EV program, EKPC and its owner-members committed to completing a measurement and verification study. The stated goal of the pilot was to encourage EV owners to shift charging of their EV from peak hours to off-peak times (10:00pm to 6:00am EPT). The M&V study showed that the pilot was effective at shifting EV owner charging to off-peak times. However, the study also found that the overall demand reduction that was shifted off-peak to be far less than initially thought at around .231kW summer demand peak reduction at hour ending 18:00. With this being the case, the total resource cost (TRC) dropped from being estimated as beneficial to .28. The pilot did prove that EV's are a good new load for EKPC and the owner-members, but it found that a good portion of EV owners were not plugging in as early in the evening as initially thought.

EKPC and the Owner-Members recognize that the EV program cannot continue as a demand side management program with a TRC of .28. However, since the pilot structure was effective at shifting load and that the new load was beneficial (4,044 kWh annualized at home charging), EKPC and the Owner-Member's propose to shift the EV pilot from a DSM program to a line-item promotional incentive. Keeping the program allows continued evaluation of EV charging habits and monitoring of potential changes that EV market shifts could bring like an increase in plug in hybrid charging.

This DSM program is unique because it provides the end use members a bill credit for participation. EKPC and the Owner-Member cooperatives are proposing to rename the tariff Rate REV – Residential Electric Vehicle Off-Peak Charging Program ("Rate REV"). The credit to the end-use members will continue to be \$0.02/kWh. EKPC and the Owner-Member cooperatives

believe that continuing the EV charging program encourages a form of load growth that is healthy for EKPC and the owner-member grid.

Please contact me with additional questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Cobb". The signature is fluid and cursive, with the first name "Michael" written in a larger, more prominent script than the last name "Cobb".

Michael L. Cobb
President & CEO

Owen Electric Cooperative, Inc.

(Name of Utility)

FOR Entire Territory Served
Community, Town or City
P.S.C. KY. NO. 6
1st Revised SHEET NO. 134A
CANCELLING P.S.C. KY. NO. 6
Original SHEET NO. 134A

Rate REV

(T)

Residential Electric Vehicle Off-Peak Charging Program

Applicability

In all territories of Owen Electric Cooperative, Inc ("Owen Electric").

Availability

The Residential Electric Vehicle ("EV") Off-Peak Charging Program is available to end-use retail members ("retail member") in the service territory of Owen Electric and includes energy reporting from electric vehicles or compatible electric vehicle supply equipment ("EVSE").

(D)

Purpose

The Residential EV Off-Peak Charging Program will encourage the reduction of growth in peak demand resulting from the adoption of EVs, allow Owen Electric to utilize its system more efficiently, and promote the adoption of EVs.

Eligibility

To qualify for this program, the retail member's residence must be located in the service territory of Owen Electric and be on their Schedule I – Farm and Home residential rate. The retail member must utilize level 2 EVSE. Eligibility may be denied when the EV or the EVSE is not compatible with or does not function properly with the energy software platform utilized for this program.

The retail member may either own or rent the residence where the qualifying EVSE or EV will be charging.

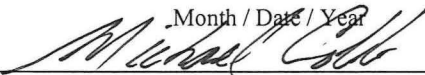
The retail member is responsible for obtaining the permission of the owner of the rented residence to participate in the Residential Electric Vehicle Off-Peak Charging Program.

DATE OF ISSUE May 29, 2026

Month / Date / Year

DATE EFFECTIVE June 29, 2026

Month / Date / Year

ISSUED BY 

(Signature of Officer)

TITLE President/CEO

BY AUTHORITY OF ORDER OF THE PUBLIC SERVICE COMMISSION

IN CASE NO. _____ DATED _____

Owen Electric Cooperative, Inc.

(Name of Utility)

FOR Entire Territory Served
Community, Town or City
P.S.C. KY. NO. 6
1st Revised SHEET NO. **134B**
CANCELLING P.S.C. KY. NO. 6
Original SHEET NO. **134B**

Rate REV

(T)

Residential Electric Vehicle Off-Peak Charging Program - (continued)

Program Incentives

Owen Electric will provide a \$.02 per-kwh credit on the retail member's bill each month for the registered EVs charging energy (kWhs) that occurs during the off-peak hours at the participant's residence. The off-peak hours are from 10:00 PM to the following 6:00 AM Eastern Prevailing Time ("EPT") for all days of the year. The credit will be applied to the bill after all charges are applied pursuant to the applicable residential electric rate of Owen Electric.

The member shall be responsible for payment of any applicable member charges or other applicable charges.

(N)

Terms and Conditions

1. Prior to joining the program, Owen Electric may inspect the retail member's EVSE to insure compatibility with the energy software platform, but Owen Electric shall not be responsible for the installation, repair or maintenance of the EVSE or the EV.
2. Retail members may join the program at any time during the year.
3. If a retail member decides to withdraw from the program, Owen Electric will endeavor to implement the change as soon as possible.

DATE OF ISSUE May 29, 2026

Month / Date / Year

DATE EFFECTIVE June 29, 2026

Month / Date / Year

ISSUED BY Michael Cobb

(Signature of Officer)

TITLE President/CEO

BY AUTHORITY OF ORDER OF THE PUBLIC SERVICE COMMISSION

IN CASE NO. _____ DATED _____

Owen Electric Cooperative, Inc.

(Name of Utility)

FOR Entire Territory Served
Community, Town or City
P.S.C. KY. NO. 6
~~Original 1st Revised~~ SHEET NO. 134A
CANCELLING P.S.C. KY. NO. 6
~~Original~~ SHEET NO. 134A

DSM Pilot Rate REV

Residential Electric Vehicle Off-Peak Charging Program

Applicability

In all territories of Owen Electric Cooperative, Inc ("Owen Electric").

Availability

The Residential Electric Vehicle ("EV") Off-Peak Charging Program is available to end-use retail members ("retail member") in the service territory of Owen Electric and includes energy reporting from electric vehicles or compatible electric vehicle supply equipment ("EVSE").

~~The Residential EV Off-Peak Charging Program will be a three year pilot ending June 30, 2026. Owen Electric reserves the right to restrict the number of retail members in the pilot.~~

Purpose

The Residential EV Off-Peak Charging Program will encourage the reduction of growth in peak demand resulting from the adoption of EVs, allow Owen Electric to utilize its system more efficiently, and promote the adoption of EVs.

Eligibility

To qualify for this program, the retail member's residence must be located in the service territory of Owen Electric and be on their Schedule I – Farm and Home residential rate. The retail member must utilize level 2 EVSE. Eligibility may be denied when the EV or the EVSE is not compatible with or does not function properly with the energy software platform utilized for this program.

The retail member may either own or rent the residence where the qualifying EVSE or EV will be charging.

The retail member is responsible for obtaining the permission of the owner of the rented residence to participate in the Residential Electric Vehicle Off-Peak Charging Program.

DATE OF ISSUE ~~October 6, 2023~~ May 29, 2026
Month / Date / Year
DATE EFFECTIVE ~~December 1, 2023~~ June 29, 2026
Month / Date / Year
ISSUED BY _____
(Signature of Officer)
TITLE President/CEO
BY AUTHORITY OF ORDER OF THE PUBLIC SERVICE COMMISSION
IN CASE NO. _____ DATED _____

Owen Electric Cooperative, Inc.

(Name of Utility)

FOR Entire Territory Served
Community, Town or City
P.S.C. KY. NO. 6
1st Revised Original SHEET NO. 134B
CANCELLING P.S.C. KY. NO. 6
Original SHEET NO. 134B

DSM Pilot Rate REV

Residential Electric Vehicle Off-Peak Charging Program - (continued)

Program Incentives

Owen Electric will provide a \$.02 per-kwh credit on the retail member's bill each month for the registered EVs charging energy (kWhs) that occurs during the off-peak hours at the participant's residence. The off-peak hours are from 10:00 PM to the following 6:00 AM Eastern Prevailing Time ("EPT") for all days of the year. The credit will be applied to the bill after all charges are applied pursuant to the applicable residential electric rate of Owen Electric.

The member shall be responsible for payment of any applicable member charges or other applicable charges.

Terms and Conditions

1. Prior to joining the program, Owen Electric may inspect the retail member's EVSE to insure compatibility with the energy software platform, but Owen Electric shall not be responsible for the installation, repair or maintenance of the EVSE or the EV.
2. Retail members may join the program at any time during the year.
3. If a retail member decides to withdraw from the program, Owen Electric will endeavor to implement the change as soon as possible.

DATE OF ISSUE October 6, 2023 May 29, 2026

Month / Date / Year

DATE EFFECTIVE December 1, 2023- June 29, 2026

Month / Date / Year

ISSUED BY _____

(Signature of Officer)

TITLE President/CEO

BY AUTHORITY OF ORDER OF THE PUBLIC SERVICE COMMISSION

IN CASE NO. _____ DATED _____

June 1, 2026

Via Electronic Filing System

Ms. Linda C. Bridwell, P.E.
Executive Director
Public Service Commission
211 Sower Boulevard
Frankfort, Kentucky 40602

RE: Demand Side Management Pilot – Residential Electric Vehicle Off-Peak
Charging Program

Dear Ms. Bridwell,

Enclosed please find for filing an updated version of Inter-County Energy Cooperative Corporation's Demand Side Management Pilot – Residential Electric Vehicle Off-Peak Charging Program tariff. As part of the pilot phase of the EV program, EKPC and its owner-members committed to completing a measurement and verification study. The stated goal of the pilot was to encourage EV owners to shift charging of their EV from peak hours to off-peak times (10:00pm to 6:00am EPT). The M&V study showed that the pilot was effective at shifting EV owner charging to off-peak times. However, the study also found that the overall demand reduction that was shifted off-peak to be far less than initially thought at around .231kW summer demand peak reduction at hour ending 18:00. With this being the case, the total resource cost (TRC) dropped from being estimated as beneficial to .28. The pilot did prove that EV's are a good load new load for EKPC and the owner-members, but it found that a good portion of EV owners were not plugging in as early in the evening as initially thought.

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This DSM program is unique because it provides the end use members a bill credit for participation. EKPC and the Owner-Member cooperatives are proposing to rename the tariff Rate REV – Residential Electric Vehicle Off-Peak Charging Program (“Rate REV”). The credit to the end-use members will continue to be \$0.02/kWh. EKPC and the Owner-Member cooperatives believe that continuing the EV charging program encourages a form of load growth that is healthy for EKPC and the owner-member grid.

Please contact me with additional questions.

Sincerely,

Heather S. Temple

Heather S. Temple

FOR ENTIRE TERRITORY SERVED
Community, Town or City

P.S.C. KY. NO. 8
REVISION #1 SHEET NO. 93.2

CANCELLING P.S.C. KY. NO. 8
ORIGINAL SHEET NO. 93.2

INTER-COUNTY ENERGY

(Name of Utility)

CLASSIFICATION OF SERVICE

Rate REV

RESIDENTIAL ELECTRIC VEHICLE OFF-PEAK CHARGING PROGRAM

Applicability

In all territories of Inter-County Energy Cooperative

Availability

The Residential EV Off-peak Charging Program is available to end-use retail members ("retail members") in the service territory of Inter-County Energy Cooperative and includes energy reporting from electric vehicles or compatible electric vehicle supply equipment ("EVSE").

Purpose

The Residential Electric Vehicle ("EV") Off-Peak Charging Program will encourage the reduction of growth in peak demand resulting from the adoption of EVs, allow Inter-County Energy Cooperative to utilize its system more efficiently, and promote the adoption of EVs.

Eligibility

To qualify for this program, the retail member's residence must be located in the service territory of Inter-County Energy Cooperative and be on their Farm and Home Service – Schedule 1, Residential Rate. The retail member must utilize Level 2 EVSE. Eligibility may be denied when the EV or the EVSE is not compatible with or does not function properly with the energy software platform utilized for this program.

The retail member may either own or rent the residence where the qualifying EVSE or EV will be charging.

The retail member is responsible for obtaining the permission of the owner of the rented residence to participate in the Residential Electric Vehicle Off-Peak Charging Program.

DATE OF ISSUE May 29, 2026
Month / Date / Year

DATE EFFECTIVE June 29, 2026
Month / Date / Year

ISSUED BY Jerry W. Carter
Signature of Officer

TITLE President/CEO

FOR ENTIRE TERRITORY SERVED
Community, Town or City

P.S.C. KY. NO. 8
REVISION #1 SHEET NO. 93.3

CANCELLING P.S.C. KY. NO. 8
ORIGINAL SHEET NO. 93.3

INTER-COUNTY ENERGY

(Name of Utility)

CLASSIFICATION OF SERVICE

Rate REV

RESIDENTIAL ELECTRIC VEHICLE OFF-PEAK CHARGING PROGRAM

(Continued)

Program Incentives

Inter-County Energy Cooperative will provide a \$.02 per-kwh credit on the retail member's bill each month for the registered EVs charging energy (kWhs) that occurs during the off-peak hours at the participant's residence. The off-peak hours are from 10:00 PM to the following 6:00 AM Eastern Prevailing Time ("EPT") for all days of the year. The credit will be applied to the bill after all charges are applied pursuant to the applicable residential electric rate of Inter-County Energy Cooperative.

Terms and Conditions

1. Prior to joining the program, Inter-County Energy Cooperative may inspect the retail member's EVSE to insure compatibility with the energy software platform, but Inter-County Energy Cooperative shall not be responsible for the installation, repair or maintenance of the EVSE or the EV.
2. Retail members may join the program at any time during the year.
3. If a retail member decides to withdraw from the program, Inter-County Energy Cooperative will endeavor to implement the change as soon as possible.
4. A retail member shall be obligated to pay any applicable facilities charge or other charges regardless of the monthly bill credit.

N

DATE OF ISSUE June 1, 2026
Month / Date / Year

DATE EFFECTIVE July 1, 2026
Month / Date / Year

ISSUED BY Jerry W. Carter
Signature of Officer

TITLE President/CEO

FOR ENTIRE TERRITORY SERVED
Community, Town or City

P.S.C. KY. NO. 8
~~ORIGINAL~~ REVISION#1 SHEET NO. 93.2

INTER-COUNTY ENERGY

(Name of Utility)

CANCELLING P.S.C. KY. NO. 8
ORIGINAL SHEET NO. 93.2

CLASSIFICATION OF SERVICE

DSM Pilot- Rate REV

T

RESIDENTIAL ELECTRIC VEHICLE OFF-PEAK CHARGING PROGRAM

Applicability

In all territories of Inter-County Energy Cooperative

Availability

The Residential EV Off-peak Charging Program is available to end-use retail members ("retail members") in the service territory of Inter-County Energy Cooperative and includes energy reporting from electric vehicles or compatible electric vehicle supply equipment ("EVSE").

~~The Residential EV Off-Peak Charging Program will be a three-year pilot ending June 30, 2026. Inter-County Energy Cooperative reserves the right to restrict the number of retail members in the pilot.~~

D

Purpose

The Residential Electric Vehicle ("EV") Off-Peak Charging Program will encourage the reduction of growth in peak demand resulting from the adoption of EVs, allow Inter-County Energy Cooperative to utilize its system more efficiently, and promote the adoption of EVs.

Eligibility

To qualify for this program, the retail member's residence must be located in the service territory of Inter-County Energy Cooperative and be on their Farm and Home Service – Schedule 1, Residential Rate. The retail member must utilize Level 2 EVSE. Eligibility may be denied when the EV or the EVSE is not compatible with or does not function properly with the energy software platform utilized for this program.

The retail member may either own or rent the residence where the qualifying EVSE or EV will be charging.

The retail member is responsible for obtaining the permission of the owner of the rented residence to participate in the Residential Electric Vehicle Off-Peak Charging Program.

DATE OF ISSUE October 12, 2023 May 29, 2026
Month / Date / Year

DATE EFFECTIVE December 1, 2023 June 29, 2026
Month / Date / Year

ISSUED BY Jerry W. Carter
Signature of Officer

TITLE President/CEO

FOR ENTIRE TERRITORY SERVED
Community, Town or City

P.S.C. KY. NO. 8
~~ORIGINAL~~ REVISION #1 SHEET NO. 93.3

INTER-COUNTY ENERGY

(Name of Utility)

CANCELLING P.S.C. KY. NO. 8
ORIGINAL SHEET NO. 93.3

CLASSIFICATION OF SERVICE

DSM Pilot Rate REV

T

RESIDENTIAL ELECTRIC VEHICLE OFF-PEAK CHARGING PROGRAM

(Continued)

Program Incentives

Inter-County Energy Cooperative will provide a \$.02 per-kwh credit on the retail member's bill each month for the registered EVs charging energy (kWhs) that occurs during the off-peak hours at the participant's residence. The off-peak hours are from 10:00 PM to the following 6:00 AM Eastern Prevailing Time ("EPT") for all days of the year. The credit will be applied to the bill after all charges are applied pursuant to the applicable residential electric rate of Inter-County Energy Cooperative.

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2. Retail members may join the program at any time during the year.
3. If a retail member decides to withdraw from the program, Inter-County Energy Cooperative will endeavor to implement the change as soon as possible.
4. **The member shall be responsible for payment of any applicable member charges or other applicable charges.**

N

DATE OF ISSUE October 12, 2023 June 1, 2026
Month / Date / Year

DATE EFFECTIVE December 1, 2023 July 1, 2026
Month / Date / Year

ISSUED BY Jerry W. Carter
Signature of Officer

TITLE President/CEO