

July 18, 2023

VIA ELECTRONIC MAIL

Honorable Michelle L. Phillips, Secretary
State of New York
Public Service Commission
Three Empire State Plaza
Albany, New York 12223-1350

RE: Case 22-E-0236 – Proceeding to Establish Alternatives to Traditional Demand-Based Rate Structure for Commercial Electric Vehicle Charging

**Niagara Mohawk Power Corporation d/b/a National Grid
Electric Vehicle Commercial Phase-In Rate Proposal**

Dear Secretary Phillips:

Niagara Mohawk Power Corporation d/b/a National Grid (“National Grid” or “the Company”) submits the attached draft tariff leaves and rate design file in compliance with the requirements of the *Order Establishing Framework for Alternatives to Traditional Demand-Based Rates* (Order) issued January 19, 2023, by the New York State Public Service Commission (Commission) in the above case number.

Purpose of Filing:

The Order adopted a suite of operating cost relief solutions for commercial electric vehicle (EV) charging customers. The Order directed the Joint Utilities¹ to file an Immediate Solution implementation plan on March 20, 2023 (60 days after issuance of the Order) and a Near-term Solution proposal on July 18, 2023 (180 days after issuance of the Order). The Immediate Solution included: for the Upstate Utilities,² a 50 percent Demand Charge Rebate (DCR) for all commercial EV charging use cases; for the Downstate Utilities,³ a Commercial Managed Charging Program (CMCP) with use-case specific adders for transit and public Level 2 (L2) charging, and a 50 percent DCR for public Direct Current Fast Charging (DCFC) sites; and for all of the utilities, termination of the existing Per-Plug Incentive (PPI) program for new applicants and a redeployment of those funds for demand management technology incentives. The Near-term Solution includes EV Phase-In Rates as an alternative to traditional demand rates for customers with eligible EV charging sites. The Company presents the following draft tariff leaves and EV Phase-In Rates in compliance with the Order for the Near-term Solution.

¹ The Joint Utilities are Central Hudson Gas & Electric Corporation (Central Hudson), Consolidated Edison Company of New York, Inc. (Con Edison), New York State Electric & Gas Corporation (NYSEG), Niagara Mohawk Power Corporation d/b/a National Grid, Orange and Rockland Utilities, Inc. (O&R), and Rochester Gas and Electric Corporation (RG&E).

² The Upstate Utilities are Central Hudson, NYSEG, National Grid, and RG&E.

³ The Downstate Utilities are Con Edison and O&R.

Tariff Amendments:

Ordering Clause No. 2 of the Order directed each of the Joint Utilities to make a filing including necessary draft tariff leaves proposing specific rates related to the Near-Term Solution’s EV Phase-In Rates. In the attached draft tariff leaves, the Company expanded Rule No. 48 – Commercial Electric Vehicle Charging Programs within PSC 220 Electricity to include new Rule No. 48.2 as the Commercial EV Phase-In Rates section. The tariff leaves provide details on eligibility, enrollment, load factor calculation, rate periods, and EV Phase-In Rates by service classification and voltage delivery level.

To be eligible for EV Phase-In Rates, a customer must have a Charging Ratio of 50 percent or greater. For customers that separately meter the EV charging load, the Charging Ratio will be equal to 100 percent. For customers that do not separately meter the EV charging load from other load on the premise, the Charging Ratio will be calculated as the ratio of i) the sum of the EV charger(s) capacity (in kW) to ii) the sum of the maximum demands (in kW) that could occur simultaneously as metered on the customer’s account. For new qualifying customers that do not have at least six months of existing load data, the customer shall be placed in Tier 1 (as described below) until such time that at least six months of load data is available for use in calculating the Annual Load Factor for determination of the appropriate tier

The Company plans to waive the incremental customer charge (currently \$24.71 per month) associated with the installation of the required interval meter, similar to the waiver of the incremental customer charge (currently \$3.11 per month) for the Company’s Service Classification No. 1 Time-of-Use (TOU) EV customers.⁴ The Company respectfully requests deferral treatment of such costs which will be tracked for inclusion in the Company’s next rate case, and subsequent rate cases, as applicable.⁵ Lastly, tariff amendments are included to Rule No. 57 – Revenue Decoupling Mechanism (RDM) describing that EV Phase-In Rate revenue will be recovered through the RDM.

Rate Design:

As required in the Order, the EV Phase-In Rate Solution has four graduation (or tier) levels consisting of a mix of demand charges and TOU charges. The demand charges are based on the customer’s maximum kilowatt demand during the billing period and the TOU charges are based on the customer’s total kilowatt-hour usage during defined seasonal on-peak, off-peak, and super-peak periods. Placement within the four tiers will be based on the customer’s load factor which will be calculated by the Company twice annually (once based on the customer’s load and usage for the twelve billing cycles ending December, and the other based on the customer’s load and usage for the twelve billing cycles ending June). The demand and TOU charges will replace, and be revenue neutral to, the monthly maximum kilowatt demand charge of the customer’s current service classification. Included in this compliance filing is a file detailing the Company’s EV Phase-In Rate design based on the methodology described below.

Customers served under this provision will be subject to all other parent service classification rates including the Customer Charge, applicable surcharges, lagging reactive demand rates, and supply charges, as applicable. Given that a number of applicable surcharges are included in a customer’s distribution delivery demand charge on the bill, customers enrolled in the EV Phase-In Rates will continue to see this line item on their bills, with such charge including only the applicable surcharge rates

⁴ Case 18-E-0206 – *Tariff filings to Effectuate the Provisions of Public Service Law Section 66-o (Residential Electric Vehicle Charging Tariff)*, Order Rejecting Tariff Filings and Directing Tariff Revisions (issued and effective Nov. 15, 2018), p. 10.

⁵ *Id.*

for Tier 1 customers. In addition, the measurement of a customer’s demand will be calculated the same as the measurement used in the customer’s otherwise applicable service classification.

The Company calculated the EV Phase-In Rates on a revenue neutral basis using billing determinants and revenue allocation from the Company’s most recently approved rate case⁶ to recover the fully embedded Rate Year 3 costs for each applicable service class. All rates will be updated annually, concurrent with the Company’s other delivery rates per the appropriate rate plan.

Placement within each tier will be based on the customer’s calculated load factor, as described in the Order and in the draft tariff leaves. While the Order authorized the Joint Utilities the ability to propose different ratios between TOU energy charges and demand charges within the four tiers,⁷ the Company performed a scenario analysis and found the tiers identified in the Order appropriate based on the other constraints of the Order. Therefore, the Company’s EV Phase-In Rates were developed using the following revenue allocation tiers:

	<u>Load Factor</u>	<u>TOU Revenue</u>	<u>Demand Revenue</u>
Tier 1	<=10%	100%	0%
Tier 2	>10%<=15%	75%	25%
Tier 3	>15%<=20%	50%	50%
Tier 4	>20%<25%	25%	75%

To the extent that a participating customer’s load factor is equal to or above 25 percent for four consecutive measurement periods (a two-year period), that customer will no longer be eligible for participation in the program. Such customer is permitted to opt back into the EV Phase-In Rates if the customer can demonstrate to the Company that there has been a change to the electric vehicle charging infrastructure associated with the account and the customer’s Charging Ratio is at least 50 percent.

Ordering Clause No. 11 of the Order directed each utility to propose a single super-peak period applicable throughout its service territory.⁸ To create TOU periods for the rate design, the Company used the peak time periods proposed by the Company in response to the *Order Establishing an Allocated Cost of Service Methodology for Standby and Buyback Service Rates and Energy Storage Contract Demand Charge Exemptions* (Standby ACOS Order), and the *Order Directing Standby and Buyback Service Tariff Filings* (“Standby Tariff Order”), both issued March 16, 2022 in Case 15-E-0751.⁹ In that filing the Company described the on-peak period for the months of October through May as the hours between 8:00 a.m. and 10:00 p.m., Mondays through Fridays (excluding specified weekday holidays). During the months of June through September, the on-peak periods consist of: (1) the hours between 8:00 a.m. to 1:00 p.m. and, (2) 6:00 p.m. through 10:00 p.m., Mondays through Fridays, excluding holidays with a super-peak period during the months of June through September between 1:00 p.m. to 6:00 p.m. All other

⁶ Case 20-E-0380, *Proceeding on Motion of the Commission as to the Rates, Charges, Rules and Regulations of Niagara Mohawk Power Corporation d/b/a National Grid for Electric Service*, “Order Adopting Terms of Joint Proposal, Establishing Rate Plans and Reporting Requirements” (issued and effective January 20, 2022), Joint Proposal, Appendix 2, Schedule 3.7, pp. 1-2.

⁷ Order, p. 32.

⁸ *Id.*, p. 30.

⁹ Case 15-E-0751 – *In the Matter of the Value of Distributed Energy Resources*. See National Grid’s July 14, 2022, Standby and Buyback draft tariff filing and rate design.

times throughout the year are defined as off-peak. These seasonal periods are based on a study of the Company’s system load over the 10-year period of 2008 through 2017.¹⁰

After establishing the peak periods, the Company used 8,760-hour unitized load profiles to establish typical customer load percentage in each of the time periods (off-peak, on-peak, and super-peak) for each demand-charged service classification and voltage delivery level. These percentages were used in the revenue allocation within each tier as described in the above table and detailed in the Order.

Regarding the calculation of TOU rates within each tier, the Order endorsed Department of Public Service (DPS) Staff’s Whitepaper¹¹ (Staff Whitepaper) recommendation that the on-peak energy charge be at least double the off-peak energy charge, and the seasonal super-peak energy charge should be between three and five times the magnitude of the off-peak energy charge,¹² but also allowed the Joint Utilities to propose different ratios as part of this filing. After analyzing different peak ratios, the Company finalized the EV Phase-In Rates using the recommendations from the Staff Whitepaper with the super-peak energy charge set at three times the magnitude of the off-peak energy charge. The Company considers these ratios to provide ample incentive for a customer to shift usage off-peak while not being overly detrimental to customers who cannot shift usage (e.g., public charging facilities).

Billing Implementation:

As stated in the Order, the Immediate Solution’s DCR and use case-specific adders will be replaced by the EV Phase-In Rate Solution, once the Near-term Solution is available.¹³ Given the intent of the DCR as a temporary manual solution, the Company plans to directly automate the EV Phase-In Rate Near-term solution without manual interventions. In addition, the Company needs time to develop and test the complex multi-tier program before entering production. The Company anticipates the ability to automate the EV Phase-In Rate design program into the Company’s Customer Service System (CSS) no sooner than 12 months after issuance of an implementation Order by the Commission.

Customer Outreach:

Given the DRC will end once the EV Phase-In Rates are effective, the Company plans to notify DCR customers approximately 60 days prior to the start of initial enrollment describing the availability of the optional EV Phase-In Rates and associated interval metering requirements. In addition, the Company will perform outreach to customers participating in the EV Make-Ready Program (MRP) and the PPI program to inform them of the offering and solicit their participation. Additional outreach will be conducted to other known Electric Vehicle Supply Equipment (EVSE) sites, approved contractors in the EV MRP, and other EV stakeholders. The Company will provide information about the EV Phase-In Rates on its website and provide a link in its communications to customers. The Company will also provide informational aides to its Customer Service representatives regarding the EV Phase-In Rate option. Joint communications will be shared with customers regarding the EV Phase-In Rate and the Commercial Managed Charging Program to assist them in determining participation.

¹⁰ Case 15-E-0751 – *In the Matter of the Value of Distributed Energy Resources*, Order Directing Standby and Buyback Service Tariff Filings (Standby and Buyback Order) (issued and effective March 16, 2022), pp. 11-12.

¹¹ Case 22-E-0236 – *Proceeding to Establish Alternatives to Traditional Demand-Based Rate Structures for Commercial Electric Vehicle Charging*, Staff Whitepaper Regarding Alternative to the Traditional Demand Charge for Commercial Customer Electric Vehicle Charging, filed September 26, 2022.

¹² *Id.*, p. 41.

¹³ Order, p. 3.

Conclusion:

Given the draft nature of the tariff amendments and continued Commission consideration of the proposed rates and tariffs, the Company requests waiver of PSL §66 (12) (b) and 16 NYCRR §720-8.1 requirements concerning newspaper publication.¹⁴ Attachment 1 contains the Company’s clean draft tariff leaves, with Attachment 2 providing a redlined version showing where the changes have occurred. Attachment 3 is a file detailing the calculations of the four-tier rate design by service classification and voltage delivery level. Please advise the undersigned of any action taken regarding this filing.

Respectfully submitted,

/s/ Carol Teixeira

Carol Teixeira
Manager, NY Electric Pricing

Enc.

cc: Robert Cully, DPS Staff, w/enclosure (via e-mail)
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¹⁴ Ordering Clause No. 17 of the Order waived the requirements of newspaper publications but incorrectly references Ordering Clause No. 14, which contains no tariff filing requirements.

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48. COMMERCIAL ELECTRIC VEHICLE CHARGING PROGRAMS (CONTINUED)

48.2 Commercial Electric Vehicle Phase-In Rates (“EV Phase-In Rates”)

48.2.1 The EV Phase-In Rates replace the Demand Charge Rebate (“DCR”) with the DCR expiring upon the effective date of EV Phase-In Rates. Any customer enrolled in the DCR at the time of its expiration must contact the Company to enroll in EV Phase-In Rates.

48.2.2 Commercial customers in SC2D, SC3, SC3A, and SC4 with electric vehicle charging stations will be eligible for the EV Phase-In Rates. Service under this Rule will commence with the customer’s first full billing cycle following notification to the Company of the customer’s request to enroll.

48.2.3 Customers participating in Commercial EV Managed Charging are eligible for EV Phase-In Rates.

48.2.4 Customers participating in the Empire Zone Rider and Excelsior Jobs Programs are ineligible for EV Phase-In Rates.

48.2.5 Customers participating in Direct Current Fast Charging Per-Plug Incentive (“PPI”) will have a one-time option to either continue participating in PPI for the remainder of the customer’s eligibility period or to enroll in EV Phase-In Rates. Remaining PPI payments will be prorated prior to enrolling, as necessary.

48.2.6 Customers enrolled in EV Phase-In Rates will remain enrolled until such time that the customer notifies the Company of their intent to return to otherwise applicable service classification rates. A customer who elects to leave the program will be ineligible for billing under the EV Phase-In Rates unless the customer can demonstrate to the Company that there has been a change to the electric vehicle charging infrastructure associated with the account. The Company reserves the right to re-evaluate the Charging Ratio and program eligibility and may request a new load letter to return to EV Phase-In Rates.

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48. COMMERCIAL ELECTRIC VEHICLE CHARGING PROGRAMS (CONTINUED)

48.2 Commercial Electric Vehicle Phase-In Rates ("EV Phase-In Rates") (continued)

48.2.7 Customers enrolled in EV Phase-In Rates must be equipped with an interval meter prior to enrollment. The incremental customer charge associated with the installation of such meter will be waived for customers enrolled in EV Phase-In Rates.

48.2.8 To be eligible for EV Phase-In Rates, a customer is required to have a Charging Ratio of 50 percent or greater. The Company will calculate a Charging Ratio to determine eligibility as follows:

48.2.8.1 For customers that separately meter the EV charging load, the Charging Ratio will be equal to 100 percent.

48.2.8.2 For customers that do not separately meter the EV charging load from other non-EV charging load on the premise, the Charging Ratio will be calculated as the ratio of i) the sum of the EV charger(s) capacity (in kW) to ii) the sum of the maximum demands (in kW) that could occur simultaneously as metered on the customer's account. The sum of maximum demands as described herein will be established as provided by the customer's load letter submitted at the time of customer's application for service, or as further updated as specified in 48.2.8.3 or 48.2.8.4.

48.2.8.2.1 The EV charger(s) capacity (in kW) used in the Charging Ratio calculation will be the lesser of the sum of the nameplate charging capacity of each charger and the maximum simultaneous charging capacity, to the extent that there is a difference between the two.

48.2.8.3 The Charging Ratio shall be determined at the time of application and shall remain the Charging Ratio until such time that the customer provides a new load letter with additional electrification requirements, including if a customer adds EV chargers to an existing commercial account. If the Company does not have a load letter for the customer's premise at the time of application for this program, the customer shall provide a load letter upon request.

48.2.8.4 The Company reserves the right to re-evaluate the Charging Ratio and program eligibility and may request a new load letter subsequent to application for service.

PSC NO: 220 ELECTRICITY
 NIAGARA MOHAWK POWER CORPORATION
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 REVISION:
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GENERAL INFORMATION

48. COMMERCIAL ELECTRIC VEHICLE CHARGING PROGRAMS (CONTINUED)

48.2 Commercial Electric Vehicle Phase-In Rates ("EV Phase-In Rates") (continued)

48.2.9 EV Phase-In Rates Customer Tier Level Determination:

48.2.9.1 Eligible customers will be billed for delivery service based on their applicable Load Factor Tier Level each billing period. Eligible customers will be placed in Load Factor Tier Levels based on the Company's calculation of the customer's annual load factor. The annual load factor is calculated as the ratio of the customer's total annual usage (kWh) measured at the premise during the applicable twelve-month period to the product of i) the maximum demand (kW) measured at the premise during the same twelve-month period and ii) the total hours during the same twelve-month period. For a customer with separately metered EV charging usage, the annual load factor is calculated as the ratio of annual EV charging energy usage during the applicable twelve-month period to the product of i) the sum of installed EV charging capacity in kW and ii) the total hours during the same twelve-month period.

48.2.9.2 An eligible customer's annual load factor will be computed twice per year. The first computation will be based on the customer's load and usage for the twelve billing cycles ending December for EV Phase-In Rates commencing no later than March of the next year. The second computation will be based on the customer's load and usage for the twelve billing cycles ending June for EV Phase-In Rates commencing no later than September of the same year.

48.2.9.3 New customers without twelve months of historic load information will automatically be placed in Tier 1. The Load Factor Tier determination for these customers will be made as described in Rule 48.2.9.2 once the Company has over six months of load data for that customer with the load factor calculation described in Rule 48.2.9.1 amended using a six-month time period.

48.2.9.4 Load Factor Tier Levels

	<u>Load Factor</u>
Tier 1	<=10%
Tier 2	>10%<=15%
Tier 3	>15%<=20%
Tier 4	>20%<25%

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 NIAGARA MOHAWK POWER CORPORATION
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GENERAL INFORMATION

48. COMMERCIAL ELECTRIC VEHICLE CHARGING PROGRAMS (CONTINUED)

48.2 Commercial Electric Vehicle Phase-In Rates ("EV Phase-In Rates") (continued)

48.2.9.5 Customers with a load factor equal to or above 25 percent will be charged the otherwise applicable delivery rates of the customer's service classification until such time that the customer's annual load factor, as calculated in 48.2.8.1 and 48.2.8.2, is less than 25 percent.

48.2.9.5.1 To the extent that the Customer load factor is equal to or above 25 percent for four consecutive measurement periods (a two-year period), that customer will no longer be eligible for participation in the program. Such customer is permitted to opt back into the EV Phase-In Rates consistent with the opt-in provisions in Rule 48.2.6.

48.2.10 Rate Periods:

Winter (October to May)

On Peak: 8:00 a.m. to 10:00 p.m., weekdays

Off Peak: 10:00 p.m. to 8:00 a.m., weekdays

Summer (June to September)

On Peak: 8:00 a.m. to 1:00 p.m., weekdays

6:00 p.m. to 10:00 p.m., weekdays

Super Peak: 1:00 p.m. to 6:00 p.m., weekdays

Off Peak: 10:00 p.m. to 8:00 a.m., weekdays

Weekend days defined as Off peak in both Winter and Summer periods as are Holidays defined in Rule 1.89, when such holidays fall on a day other than a Saturday or Sunday.

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GENERAL INFORMATION

48. COMMERCIAL ELECTRIC VEHICLE CHARGING PROGRAMS (CONTINUED)

48.2 Commercial Electric Vehicle Phase-In Rates ("EV Phase-In Rates") (continued)

48.2.11 Monthly Rates:

Customers will be billed for delivery based on their applicable Load Factor Tier Level in the billing period, based on the rates specified below. Distribution (per kW) charges are the customer's maximum demand at the premise, as calculated in accordance with the parent service classification's Determination of Demand. Distribution (per kWh) charges will be based on the customer's total kWh usage at the customer's premise for the applicable TOU period.

The Distribution Delivery demand for delivery voltage up to 2.2 kV and 2.2-15 kV shall be based on the highest kW measured over any fifteen-minute interval during the month, but not less than one-half of the highest such demand occurring during any of the preceding eleven months, nor less than their contracted demand.

Customers served under this provision are subject to all other parent service classification rates including the Customer Charge, applicable surcharges, lagging reactive demand rates, and supply charges, as applicable.

All rates are inclusive of the Service Class Deferral Rates contained in Rule 58.

SERVICE CLASSIFICATION NO. 2-DEMAND

<u>Delivery Charges</u>	<u>Tier 1</u>	<u>Tier 2</u>	<u>Tier 3</u>	<u>Tier 4</u>
Distribution (per kW):	\$0.00	\$3.50	\$7.01	\$10.51
On Peak (per kWh):	\$0.06053	\$0.04540	\$0.03027	\$0.01513
Off Peak (per kWh):	\$0.03027	\$0.02270	\$0.01513	\$0.00757
Super Peak (per kWh):	\$0.09080	\$0.06810	\$0.04540	\$0.02270

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GENERAL INFORMATION

48. COMMERCIAL ELECTRIC VEHICLE CHARGING PROGRAMS (CONTINUED)

48.2 Commercial Electric Vehicle Phase-In Rates ("EV Phase-In Rates") (continued)

48.2.11 Monthly Rates (continued):

SERVICE CLASSIFICATION NO. 3 (delivery voltage 0-2.2 kV)

<u>Delivery Charges</u>	<u>Tier 1</u>	<u>Tier 2</u>	<u>Tier 3</u>	<u>Tier 4</u>
Distribution (per kW):	\$0.00	\$2.92	\$5.83	\$8.75
On Peak (per kWh):	\$0.03799	\$0.02849	\$0.01900	\$0.00950
Off Peak (per kWh):	\$0.01900	\$0.01425	\$0.00950	\$0.00475
Super Peak (per kWh):	\$0.05699	\$0.04274	\$0.02849	\$0.01425

SERVICE CLASSIFICATION NO. 3 (delivery voltage 2.2-15 kV)

<u>Delivery Charges</u>	<u>Tier 1</u>	<u>Tier 2</u>	<u>Tier 3</u>	<u>Tier 4</u>
Distribution (per kW):	\$0.00	\$2.66	\$5.31	\$7.97
On Peak (per kWh):	\$0.03181	\$0.02386	\$0.01590	\$0.00795
Off Peak (per kWh):	\$0.01590	\$0.01193	\$0.00795	\$0.00398
Super Peak (per kWh):	\$0.04771	\$0.03578	\$0.02386	\$0.01193

SERVICE CLASSIFICATION NO. 3 (delivery voltage 22 kV – 50 kV)

<u>Delivery Charges</u>	<u>Tier 1</u>	<u>Tier 2</u>	<u>Tier 3</u>	<u>Tier 4</u>
Distribution (per kW):	\$0.00	\$0.82	\$1.64	\$2.45
On Peak (per kWh):	\$0.01063	\$0.00797	\$0.00532	\$0.00266
Off Peak (per kWh):	\$0.00532	\$0.00399	\$0.00266	\$0.00133
Super Peak (per kWh):	\$0.01595	\$0.01196	\$0.00797	\$0.00399

SERVICE CLASSIFICATION NO. 3 (delivery voltage over 60 kV)

<u>Delivery Charges</u>	<u>Tier 1</u>	<u>Tier 2</u>	<u>Tier 3</u>	<u>Tier 4</u>
Distribution (per kW):	\$0.00	\$0.82	\$1.64	\$2.45
On Peak (per kWh):	\$0.01063	\$0.00797	\$0.00532	\$0.00266
Off Peak (per kWh):	\$0.00532	\$0.00399	\$0.00266	\$0.00133
Super Peak (per kWh):	\$0.01595	\$0.01196	\$0.00797	\$0.00399

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GENERAL INFORMATION

48. COMMERCIAL ELECTRIC VEHICLE CHARGING PROGRAMS (CONTINUED)

48.2 Commercial Electric Vehicle Phase-In Rates ("EV Phase-In Rates") (continued)

48.2.11 Monthly Rates (continued):

SERVICE CLASSIFICATION NO. 3A (delivery voltage 0-2.2 kV)

<u>Delivery Charges</u>	<u>Tier 1</u>	<u>Tier 2</u>	<u>Tier 3</u>	<u>Tier 4</u>
Distribution (per kW):	\$0.00	\$2.96	\$5.92	\$8.88
On Peak (per kWh):	\$0.03517	\$0.02638	\$0.01758	\$0.00879
Off Peak (per kWh):	\$0.01758	\$0.01319	\$0.00879	\$0.00440
Super Peak (per kWh):	\$0.05275	\$0.03957	\$0.02638	\$0.01319

SERVICE CLASSIFICATION NO. 3A (delivery voltage 2.2-15 kV)

<u>Delivery Charges</u>	<u>Tier 1</u>	<u>Tier 2</u>	<u>Tier 3</u>	<u>Tier 4</u>
Distribution (per kW):	\$0.00	\$2.96	\$5.92	\$8.88
On Peak (per kWh):	\$0.03517	\$0.02638	\$0.01758	\$0.00879
Off Peak (per kWh):	\$0.01758	\$0.01319	\$0.00879	\$0.00440
Super Peak (per kWh):	\$0.05275	\$0.03957	\$0.02638	\$0.01319

SERVICE CLASSIFICATION NO. 3A (delivery voltage 22-50 kV)

<u>Delivery Charges</u>	<u>Tier 1</u>	<u>Tier 2</u>	<u>Tier 3</u>	<u>Tier 4</u>
Distribution (per kW):	\$0.00	\$1.03	\$2.06	\$3.09
On Peak (per kWh):	\$0.01145	\$0.00858	\$0.00572	\$0.00286
Off Peak (per kWh):	\$0.00572	\$0.00429	\$0.00286	\$0.00143
Super Peak (per kWh):	\$0.01717	\$0.01288	\$0.00858	\$0.00429

SERVICE CLASSIFICATION NO. 3A (delivery voltage over 60 kV)

<u>Delivery Charges</u>	<u>Tier 1</u>	<u>Tier 2</u>	<u>Tier 3</u>	<u>Tier 4</u>
Distribution (per kW):	\$0.00	\$1.05	\$2.10	\$3.15
On Peak (per kWh):	\$0.00979	\$0.00734	\$0.00490	\$0.00245
Off Peak (per kWh):	\$0.00490	\$0.00367	\$0.00245	\$0.00122
Super Peak (per kWh):	\$0.01469	\$0.01101	\$0.00734	\$0.00367

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GENERAL INFORMATION

57. REVENUE DECOUPLING MECHANISM (“RDM”)

57.1 The Revenue Decoupling Mechanism reconciles actual billed delivery service revenues for the RDM reconciliation period to annual target revenues (“ATR”) for delivery service as approved in the Company’s most recent rate case for each Reconciliation Group subject to the RDM defined in Rule 57.1.1 and as adjusted by the delivery service revenue associated with exempt customers identified in Rule 57.1.2. RDM targets will be adjusted, as applicable, to exclude credits applied to customer accounts pursuant to Rule 26.14. The RDM reconciliation shall determine the difference between actual billed delivery service revenues and the ATR for any Reconciliation Group listed in Rule 57.1.1 in each annual RDM reconciliation period and forms the basis of the RDM adjustment for that Reconciliation Group.

57.1.1 Delivery service revenue shall be defined as charges associated with distribution and transmission rates (customer, demand, reactive, and energy charges) applicable to retail delivery service customers subject to this RDM, subject to the following:

57.1.1.1 For the Street Lighting Reconciliation Group, delivery service revenues will also include facility charges. In the event that the Company transfers street lighting assets to one or more municipalities, the targets will be reduced to reflect changes in facilities charge revenues resulting from such sales.

57.1.1.2 The portion of the Phase One NEM and Value Stack CBC Charge revenue associated with the Home Energy Assistance Program (HEAP) grant and System Energy Efficiency Plan (SEEP) shall be included as delivery service revenue.

57.1.1.3 Revenues associated with the EV Phase-In Rates shall be included as delivery service revenue.

For the first month after a delivery service rate change, the “billed delivery service revenues” will be defined as the product of actual sales and rate year rates.

The RDM reconciliation shall be performed for the following Reconciliation Groups:

1. SC-1, SC1-C
2. SC-2 Non Demand
3. SC-2 Demand
4. SC-3
5. SC-3A
6. Street Lighting (PSC 214)

* Customers served under SC4, SC7, and SC12 customers whose contracts provide exclusively for an alternative billing methodology, will be included in the RDM of their parent service classification.

57.1.2 Exempt/excluded from the RDM are the following:

57.1.2.1 SC-12 customers whose contracts do not provide exclusively for an alternative billing methodology for a NYPA allocation; therefore the ATR and billed delivery service revenue shall be excluded from the RDM, subject to the provisions of this rule below;

PSC NO: 220 ELECTRICITY
NIAGARA MOHAWK POWER CORPORATION
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STAMP:

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GENERAL INFORMATION

~~RESERVED FOR FUTURE USE~~48. ~~Canceled~~ COMMERCIAL ELECTRIC VEHICLE CHARGING PROGRAMS (CONTINUED)

48.2 Commercial Electric Vehicle Phase-In Rates (“EV Phase-In Rates”)

48.2.1 The EV Phase-In Rates replace the Demand Charge Rebate (“DCR”) with the DCR expiring upon the effective date of EV Phase-In Rates. Any customer enrolled in the DCR at the time of its expiration must contact the Company to enroll in EV Phase-In Rates.

48.2.2 Commercial customers in SC2D, SC3, SC3A, and SC4 with electric vehicle charging stations will be eligible for the EV Phase-In Rates. Service under this Rule will commence with the customer’s first full billing cycle following notification to the Company of the customer’s request to enroll.

48.2.3 Customers participating in Commercial EV Managed Charging are eligible for EV Phase-In Rates.

48.2.4 Customers participating in the Empire Zone Rider and Excelsior Jobs Programs shall be ineligible for EV Phase-In Rates.

48.2.5 Customers participating in Direct Current Fast Charging Per-Plug Incentive (“PPI”) will have a one-time option to either continue participating in PPI for the remainder of the customer’s eligibility period or to enroll in EV Phase-In Rates. Remaining PPI payments will be prorated prior to enrolling, as necessary.

48.2.6 Customers enrolled in EV Phase-In Rates will remain enrolled until such time that the customer notifies the Company of their intent to return to otherwise applicable service classification rates. A customer who elects to leave the program will be ineligible for billing under the EV Phase-In Rates unless the customer can demonstrate to the Company that there has been a change to the electric vehicle charging infrastructure associated with the account. The Company reserves the right to re-evaluate the Charging Ratio and program eligibility and may request a new load letter to return to EV Phase-In Rates.

PSC NO: 220 ELECTRICITY

LEAF: 234.1

NIAGARA MOHAWK POWER CORPORATION

REVISION:

INITIAL EFFECTIVE DATE:

SUPERSEDING REVISION:

STAMP:

GENERAL INFORMATION

48. COMMERCIAL ELECTRIC VEHICLE CHARGING PROGRAMS (CONTINUED)

48.2 Commercial Electric Vehicle Phase-In Rates ("EV Phase-In Rates") (continued)

48.2.7 Customers enrolled in EV Phase-In Rates must be equipped with an interval meter prior to enrollment. The incremental customer charge associated with the installation of such meter will be waived for customers enrolled in EV Phase-In Rates.

48.2.8 To be eligible for EV Phase-In Rates, a customer is required to have a Charging Ratio of 50 percent or greater. The Company will calculate a Charging Ratio to determine eligibility as follows:

48.2.8.1 For customers that separately meter the EV charging load, the Charging Ratio will be equal to 100 percent.

48.2.8.2 For customers that do not separately meter the EV charging load from other non-EV charging load on the premise, the Charging Ratio will be calculated as the ratio of i) the sum of the EV charger(s) capacity (in kW) to ii) the sum of the maximum demands (in kW) that could occur simultaneously as metered on the customer's account. The sum of maximum demands as described herein will be established as provided by the customer's load letter submitted at the time of customer's application for service, or as further updated as specified in 48.2.8.3 or 48.2.8.4.

48.2.8.2.1 The EV charger(s) capacity (in kW) used in the Charging Ratio calculation will be the lesser of the sum of the nameplate charging capacity of each charger and the maximum simultaneous charging capacity, to the extent that there is a difference between the two.

48.2.8.3 The Charging Ratio shall be determined at the time of application and shall remain the Charging Ratio until such time that the customer provides a new load letter with additional electrification requirements, including if a customer adds EV chargers to an existing commercial account. If the Company does not have a load letter for the customer's premise at the time of application for this program, the customer shall provide a load letter upon request.

48.2.8.4 The Company reserves the right to re-evaluate the Charging Ratio and program eligibility and may request a new load letter subsequent to application for service.

PSC NO: 220 ELECTRICITYLEAF: 234.2NIAGARA MOHAWK POWER CORPORATIONREVISION:INITIAL EFFECTIVE DATE:SUPERSEDING REVISION:STAMP:GENERAL INFORMATION48. COMMERCIAL ELECTRIC VEHICLE CHARGING PROGRAMS (CONTINUED)48.2 Commercial Electric Vehicle Phase-In Rates (“EV Phase-In Rates”) (continued)48.2.9 EV Phase-In Rates Customer Tier Level Determination:

48.2.9.1 Eligible customers will be billed for delivery service based on their applicable Load Factor Tier Level each billing period. Eligible customers will be placed in Load Factor Tier Levels based on the Company’s calculation of the customer’s annual load factor. The annual load factor is calculated as the ratio of the customer’s total annual usage (kWh) measured at the premise during the applicable twelve-month period to the product of i) the maximum demand (kW) measured at the premise during the same twelve-month period and ii) the total hours during the same twelve-month period. For a customer with separately metered EV charging usage, the annual load factor is calculated as the ratio of annual EV charging energy usage during the applicable twelve-month period to the product of i) the sum of installed EV charging capacity in kW and ii) the total hours during the same twelve-month period.

48.2.9.2 An eligible customer’s annual load factor will be computed twice per year. The first computation will be based on the customer’s load and usage for the twelve billing cycles ending December for EV Phase-In Rates commencing no later than March of the next year. The second computation will be based on the customer’s load and usage for the twelve billing cycles ending June for EV Phase-In Rates commencing no later than September of the same year.

48.2.9.3 New customers without twelve months of historic load information will automatically be placed in Tier 1. The Load Factor Tier determination for these customers will be made as described in Rule 48.2.9.2 once the Company has over six months of load data for that customer with the load factor calculation described in Rule 48.2.9.1 amended using a six-month time period.

48.2.9.4 Load Factor Tier Levels

	<u>Load Factor</u>
<u>Tier 1</u>	<u><=10%</u>
<u>Tier 2</u>	<u>>10%<=15%</u>
<u>Tier 3</u>	<u>>15%<=20%</u>
<u>Tier 4</u>	<u>>20%<25%</u>

PSC NO: 220 ELECTRICITYLEAF: 234.3NIAGARA MOHAWK POWER CORPORATIONREVISION:INITIAL EFFECTIVE DATE:SUPERSEDING REVISION:STAMP:GENERAL INFORMATION48. COMMERCIAL ELECTRIC VEHICLE CHARGING PROGRAMS (CONTINUED)48.2 Commercial Electric Vehicle Phase-In Rates ("EV Phase-In Rates") (continued)

48.2.9.5 Customers with a load factor equal to or above 25 percent will be charged the otherwise applicable delivery rates of the customer's service classification until such time that the customer's annual load factor, as calculated in 48.2.8.1 and 48.2.8.2, is less than 25 percent.

48.2.9.5.1 To the extent that the Customer load factor is equal to or above 25 percent for four consecutive measurement periods (a two-year period), that customer will no longer be eligible for participation in the program. Such customer is permitted to opt back into the EV Phase-In Rates consistent with the opt-in provisions in Rule 48.2.6.

48.2.10 Rate Periods:Winter (October to May)On Peak: 8:00 a.m. to 10:00 p.m., weekdaysOff Peak: 10:00 p.m. to 8:00 a.m., weekdaysSummer (June to September)On Peak: 8:00 a.m. to 1:00 p.m., weekdays6:00 p.m. to 10:00 p.m., weekdaysSuper Peak: 1:00 p.m. to 6:00 p.m., weekdaysOff Peak: 10:00 p.m. to 8:00 a.m., weekdays

Weekend days defined as Off peak in both Winter and Summer periods as are Holidays defined in Rule 1.89, when such holidays fall on a day other than a Saturday or Sunday.

PSC NO: 220 ELECTRICITYLEAF: 234.4NIAGARA MOHAWK POWER CORPORATIONREVISION:INITIAL EFFECTIVE DATE:SUPERSEDING REVISION:STAMP:GENERAL INFORMATION48. COMMERCIAL ELECTRIC VEHICLE CHARGING PROGRAMS (CONTINUED)48.2 Commercial Electric Vehicle Phase-In Rates ("EV Phase-In Rates") (continued)48.2.11 Monthly Rates:

Customers will be billed for delivery based on their applicable Load Factor Tier Level in the billing period, based on the rates specified below. Distribution (per kW) charges are the customer's maximum demand at the premise, as calculated in accordance with the parent service classification's Determination of Demand. Distribution (per kWh) charges will be based on the customer's total kWh usage at the customer's premise for the applicable TOU period.

The Distribution Delivery demand for delivery voltage up to 2.2 kV and 2.2-15 kV shall be based on the highest kW measured over any fifteen-minute interval during the month, but not less than one-half of the highest such demand occurring during any of the preceding eleven months, nor less than their contracted demand.

Customers served under this provision are subject to all other parent service classification rates including the Customer Charge, applicable surcharges, lagging reactive demand rates, and supply charges, as applicable.

All rates are inclusive of the Service Class Deferral Rates contained in Rule 58.

SERVICE CLASSIFICATION NO. 2-DEMAND

<u>Delivery Charges</u>	<u>Tier 1</u>	<u>Tier 2</u>	<u>Tier 3</u>	<u>Tier 4</u>
<u>Distribution (per kW):</u>	<u>\$0.00</u>	<u>\$3.50</u>	<u>\$7.01</u>	<u>\$10.51</u>
<u>On Peak (per kWh):</u>	<u>\$0.06053</u>	<u>\$0.04540</u>	<u>\$0.03027</u>	<u>\$0.01513</u>
<u>Off Peak (per kWh):</u>	<u>\$0.03027</u>	<u>\$0.02270</u>	<u>\$0.01513</u>	<u>\$0.00757</u>
<u>Super Peak (per kWh):</u>	<u>\$0.09080</u>	<u>\$0.06810</u>	<u>\$0.04540</u>	<u>\$0.02270</u>

PSC NO: 220 ELECTRICITYLEAF: 234.5NIAGARA MOHAWK POWER CORPORATIONREVISION:INITIAL EFFECTIVE DATE:SUPERSEDING REVISION:STAMP:GENERAL INFORMATION48. COMMERCIAL ELECTRIC VEHICLE CHARGING PROGRAMS (CONTINUED)48.2 Commercial Electric Vehicle Phase-In Rates ("EV Phase-In Rates") (continued)48.2.11 Monthly Rates (continued):SERVICE CLASSIFICATION NO. 3 (delivery voltage 0-2.2 kV)

<u>Delivery Charges</u>	<u>Tier 1</u>	<u>Tier 2</u>	<u>Tier 3</u>	<u>Tier 4</u>
<u>Distribution (per kW):</u>	<u>\$0.00</u>	<u>\$2.92</u>	<u>\$5.83</u>	<u>\$8.75</u>
<u>On Peak (per kWh):</u>	<u>\$0.03799</u>	<u>\$0.02849</u>	<u>\$0.01900</u>	<u>\$0.00950</u>
<u>Off Peak (per kWh):</u>	<u>\$0.01900</u>	<u>\$0.01425</u>	<u>\$0.00950</u>	<u>\$0.00475</u>
<u>Super Peak (per kWh):</u>	<u>\$0.05699</u>	<u>\$0.04274</u>	<u>\$0.02849</u>	<u>\$0.01425</u>

SERVICE CLASSIFICATION NO. 3 (delivery voltage 2.2-15 kV)

<u>Delivery Charges</u>	<u>Tier 1</u>	<u>Tier 2</u>	<u>Tier 3</u>	<u>Tier 4</u>
<u>Distribution (per kW):</u>	<u>\$0.00</u>	<u>\$2.66</u>	<u>\$5.31</u>	<u>\$7.97</u>
<u>On Peak (per kWh):</u>	<u>\$0.03181</u>	<u>\$0.02386</u>	<u>\$0.01590</u>	<u>\$0.00795</u>
<u>Off Peak (per kWh):</u>	<u>\$0.01590</u>	<u>\$0.01193</u>	<u>\$0.00795</u>	<u>\$0.00398</u>
<u>Super Peak (per kWh):</u>	<u>\$0.04771</u>	<u>\$0.03578</u>	<u>\$0.02386</u>	<u>\$0.01193</u>

SERVICE CLASSIFICATION NO. 3 (delivery voltage 22 kV – 50 kV)

<u>Delivery Charges</u>	<u>Tier 1</u>	<u>Tier 2</u>	<u>Tier 3</u>	<u>Tier 4</u>
<u>Distribution (per kW):</u>	<u>\$0.00</u>	<u>\$0.82</u>	<u>\$1.64</u>	<u>\$2.45</u>
<u>On Peak (per kWh):</u>	<u>\$0.01063</u>	<u>\$0.00797</u>	<u>\$0.00532</u>	<u>\$0.00266</u>
<u>Off Peak (per kWh):</u>	<u>\$0.00532</u>	<u>\$0.00399</u>	<u>\$0.00266</u>	<u>\$0.00133</u>
<u>Super Peak (per kWh):</u>	<u>\$0.01595</u>	<u>\$0.01196</u>	<u>\$0.00797</u>	<u>\$0.00399</u>

SERVICE CLASSIFICATION NO. 3 (delivery voltage over 60 kV)

<u>Delivery Charges</u>	<u>Tier 1</u>	<u>Tier 2</u>	<u>Tier 3</u>	<u>Tier 4</u>
<u>Distribution (per kW):</u>	<u>\$0.00</u>	<u>\$0.82</u>	<u>\$1.64</u>	<u>\$2.45</u>
<u>On Peak (per kWh):</u>	<u>\$0.01063</u>	<u>\$0.00797</u>	<u>\$0.00532</u>	<u>\$0.00266</u>
<u>Off Peak (per kWh):</u>	<u>\$0.00532</u>	<u>\$0.00399</u>	<u>\$0.00266</u>	<u>\$0.00133</u>
<u>Super Peak (per kWh):</u>	<u>\$0.01595</u>	<u>\$0.01196</u>	<u>\$0.00797</u>	<u>\$0.00399</u>

PSC NO: 220 ELECTRICITYLEAF: 234.6NIAGARA MOHAWK POWER CORPORATIONREVISION:INITIAL EFFECTIVE DATE:SUPERSEDING REVISION:STAMP:GENERAL INFORMATION48. COMMERCIAL ELECTRIC VEHICLE CHARGING PROGRAMS (CONTINUED)48.2 Commercial Electric Vehicle Phase-In Rates ("EV Phase-In Rates") (continued)48.2.11 Monthly Rates (continued):SERVICE CLASSIFICATION NO. 3A (delivery voltage 0-2.2 kV)

<u>Delivery Charges</u>	<u>Tier 1</u>	<u>Tier 2</u>	<u>Tier 3</u>	<u>Tier 4</u>
<u>Distribution (per kW):</u>	<u>\$0.00</u>	<u>\$2.96</u>	<u>\$5.92</u>	<u>\$8.88</u>
<u>On Peak (per kWh):</u>	<u>\$0.03517</u>	<u>\$0.02638</u>	<u>\$0.01758</u>	<u>\$0.00879</u>
<u>Off Peak (per kWh):</u>	<u>\$0.01758</u>	<u>\$0.01319</u>	<u>\$0.00879</u>	<u>\$0.00440</u>
<u>Super Peak (per kWh):</u>	<u>\$0.05275</u>	<u>\$0.03957</u>	<u>\$0.02638</u>	<u>\$0.01319</u>

SERVICE CLASSIFICATION NO. 3A (delivery voltage 2.2-15 kV)

<u>Delivery Charges</u>	<u>Tier 1</u>	<u>Tier 2</u>	<u>Tier 3</u>	<u>Tier 4</u>
<u>Distribution (per kW):</u>	<u>\$0.00</u>	<u>\$2.96</u>	<u>\$5.92</u>	<u>\$8.88</u>
<u>On Peak (per kWh):</u>	<u>\$0.03517</u>	<u>\$0.02638</u>	<u>\$0.01758</u>	<u>\$0.00879</u>
<u>Off Peak (per kWh):</u>	<u>\$0.01758</u>	<u>\$0.01319</u>	<u>\$0.00879</u>	<u>\$0.00440</u>
<u>Super Peak (per kWh):</u>	<u>\$0.05275</u>	<u>\$0.03957</u>	<u>\$0.02638</u>	<u>\$0.01319</u>

SERVICE CLASSIFICATION NO. 3A (delivery voltage 22-50 kV)

<u>Delivery Charges</u>	<u>Tier 1</u>	<u>Tier 2</u>	<u>Tier 3</u>	<u>Tier 4</u>
<u>Distribution (per kW):</u>	<u>\$0.00</u>	<u>\$1.03</u>	<u>\$2.06</u>	<u>\$3.09</u>
<u>On Peak (per kWh):</u>	<u>\$0.01145</u>	<u>\$0.00858</u>	<u>\$0.00572</u>	<u>\$0.00286</u>
<u>Off Peak (per kWh):</u>	<u>\$0.00572</u>	<u>\$0.00429</u>	<u>\$0.00286</u>	<u>\$0.00143</u>
<u>Super Peak (per kWh):</u>	<u>\$0.01717</u>	<u>\$0.01288</u>	<u>\$0.00858</u>	<u>\$0.00429</u>

SERVICE CLASSIFICATION NO. 3A (delivery voltage over 60 kV)

<u>Delivery Charges</u>	<u>Tier 1</u>	<u>Tier 2</u>	<u>Tier 3</u>	<u>Tier 4</u>
<u>Distribution (per kW):</u>	<u>\$0.00</u>	<u>\$1.05</u>	<u>\$2.10</u>	<u>\$3.15</u>
<u>On Peak (per kWh):</u>	<u>\$0.00979</u>	<u>\$0.00734</u>	<u>\$0.00490</u>	<u>\$0.00245</u>
<u>Off Peak (per kWh):</u>	<u>\$0.00490</u>	<u>\$0.00367</u>	<u>\$0.00245</u>	<u>\$0.00122</u>
<u>Super Peak (per kWh):</u>	<u>\$0.01469</u>	<u>\$0.01101</u>	<u>\$0.00734</u>	<u>\$0.00367</u>

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GENERAL INFORMATION

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57.1.1.3 Revenues associated with the EV Phase-In Rates shall be included as delivery service revenue.

For the first month after a delivery service rate change, the “billed delivery service revenues” will be defined as the product of actual sales and rate year rates.

The RDM reconciliation shall be performed for the following Reconciliation Groups:

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2. SC-2 Non Demand
3. SC-2 Demand
4. SC-3
5. SC-3A
6. Street Lighting (PSC 214)

* Customers served under SC4, SC7, and SC12 customers whose contracts provide exclusively for an alternative billing methodology, will be included in the RDM of their parent service classification.

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57.1.2.1 SC-12 customers whose contracts do not provide exclusively for an alternative billing methodology for a NYPA allocation; therefore the ATR and billed delivery service revenue shall be excluded from the RDM, subject to the provisions of this rule below;