

October 9, 2025

**VIA ELECTRONIC FILING**

Honorable Michelle L. Phillips  
Secretary to the Commission  
New York State Public Service Commission  
Three Empire State Plaza  
Albany, New York 12223-12350

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

**Niagara Mohawk Power Corporation d/b/a National Grid 10-Day Report on Electric Vehicle Phase-In Rate Participant Uptake**

Dear Secretary Phillips:

Pursuant to Ordering Clause 9 of the New York State Public Service Commission's ("Commission's") Order Implementing Electric Vehicle Charging Rates for Commercial Customers, issued October 17, 2024,<sup>1</sup> Niagara Mohawk Power Corporation d/b/a National Grid ("National Grid" or "the Company") submits this letter detailing participant uptake into the EV Phase-In Rates ("EV PIR") as of October 1, 2025.

Ordering Clause 9 of the October 2024 Order directs the Company to:

[F]ile a report ten days after the effective date of tariff leaves directed in Ordering Clause No. 1 providing the number of Demand Charge Rebate Program or Commercial Managed Charging Program Use-Case-Specific Adder Incentive participants that have applied for service under the Electric Vehicle Phase-In Rates, have declined to apply for service under the Electric Vehicle Phase-In Rates, and have not responded to utility outreach efforts.<sup>2</sup>

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<sup>1</sup> Case 22-E-0236 *Proceeding to Establish Alternatives to Traditional Demand-Based Rate Structures for Commercial Electric Vehicle Charging*, Order Implementing Electric Vehicle Charging Rates for Commercial Customers (issued and effective October 17, 2024) ("October 2024 Order"), p. 49, Ordering Clause 9.

<sup>2</sup> The tariff leaves directed in Ordering Clause 1 of the October 2024 order became effective October 1, 2025, making this report due October 10, 2025.

Because National Grid does not have an active Commercial Managed Charging Program as of the filing date, this report addresses transitions of participating customer accounts to EV PIR only from the Demand Charge Rebate (“DCR”) Program.

As of July 23, 2025, 56 customer accounts were participating in the DCR Program. Of those 56 customer accounts, six customer accounts have since migrated out of demand rates per standard tariff requirements and are currently billed under the non-demand Service Classification No. 2 making them ineligible to participate in EV PIR. The remaining 50 customer accounts were eligible for the EV PIR. Starting in August 2025, National Grid began outreach to the DCR Program customers to notify them of the end of the DCR,<sup>3</sup> and of their ability to participate in the EV PIR (if eligible). Of the 50 eligible customer accounts, 46 have decided to enroll in the EV PIR. The remaining four customer accounts (a single commercial entity with four locations) have responded to outreach but are still determining if they want to enroll in the EV PIR as of the date of this filing.

Starting August 20, 2025, National Grid required new DCR applicants to make their election for the EV PIR. Between August 20, 2025, and October 1, 2025, three additional customer accounts submitted fully completed applications to the DCR, and all of them have elected to participate in the EV PIR. Lastly, National Grid made the EV PIR application live on its website in early September. Since then, two customer accounts have applied to the EV PIR.

In summary, National Grid will have 51 customer accounts enrolled in the EV PIR at the onset of the program. All DCR customer accounts responded to National Grid’s outreach attempts. No customer accounts have declined to participate in the EV PIR, four customer accounts are still deciding, and no previous DCR customer accounts were ineligible for the EV PIR due to having a load factor above 25%.

Please contact me if you have any questions. Thank you for your consideration in this matter.

Respectfully submitted,

/s/ Carlos A. Gavilondo

Carlos A. Gavilondo

cc: Case 22-E-0236 service list (via DMM)

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<sup>3</sup> The October 2024 Order required the Company to reach out to affected customers 60 days prior to the availability of the EV Phase-in Rates with up to two emails and up to one phone call, each one week apart. October 2024 Order, p. 39, and Ordering Clauses 7 and 8, pp. 48-49.