

PSC NO: 220 ELECTRICITY

NIAGARA MOHAWK POWER CORPORATION

INITIAL EFFECTIVE DATE: JANUARY-MARCH 1, 2023

STAMP: Issued in Compliance with Order in Case 18-E-0138, issued July 14, 2022.

LEAF: 236

REVISION: 56SUPERSEDING REVISION: 45

GENERAL INFORMATION

52. ELECTRIC VEHICLE MAKE-READY SURCHARGE

The Electric Vehicle Make-Ready (“EVMR”) Surcharge recovers investments made by the Company and incentive costs paid to customers to support the infrastructure and equipment necessary to accommodate increased electricity demands associated with the deployment of electric vehicles, until such time these costs are reflected in base rates.

52.1 The costs to be recovered, collectively referred to as “EV Make-Ready Costs” are as follows:

52.1.1 Company-Owned Make-Ready Costs: The depreciation expense related to Company-owned make-ready costs, including work related to future-proofing Company infrastructure, and the return on the average unrecovered portion of such investment, net of deferred income taxes, will be collected and amortized over the subsequent one-year period, including carrying charges at the Company’s pre-tax weighted average cost of capital.

52.1.2 Customer-Owned Mark-Ready Work: Incentives paid for customer-owned make-ready work will be collected and amortized over a period of fifteen (15) years, with the net-of-tax balances accruing carrying charges based on the Company’s pre-tax weighted average cost of capital.

52.1.3 Other Program Costs: Other Program Costs include costs associated with the Environmental Justice Community Clean Vehicles Transformation Prize, Clean Personal Mobility Prize, Clean Medium- and Heavy- Duty Innovation Prize, Fleet Assessment Service, Medium- and Heavy- Duty Make-Ready Pilot Program, and Transit Authority Make-Ready Program. Other Program Costs will be collected and amortized over a period of fifteen (15) years, with the net-of-tax balances accruing carrying charges at the Company’s pre-tax weighted average cost of capital.

52.1.4 Make-Ready Implementation Costs: Implementation costs, including work related to Fleet Assessment Service, will be collected and amortized over a period of five (5) years, with the net-of-tax balances accruing carrying charges at the Company’s pre-tax weighted average cost of capital.

52.1.5 Residential EV Charge Smart Plan Costs: Program enrollment, including customer enrollment incentives, and implementation costs associated with the Residential EV Charge Smart Plan, as specified in SC1 Special Provision N, and any costs associated with the customer’s turnkey installation incurred by the Company, if applicable, that are incurred annually and which exceed amounts included in base delivery rates, will be recovered in the EVMR Surcharge in the subsequent program year. The costs to be recovered will be net of the annual administrative fees collected from customers as a component of the program’s EV Monthly Charge. The net costs to be recovered will be inclusive of carrying charges at the Company’s pre-tax weighted average cost of capital. Any cost recovery balances not recovered through the EVMR Surcharge will be recovered through base delivery rates in the Company’s next rate case.

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GENERAL INFORMATION

52. ELECTRIC VEHICLE MAKE-READY SURCHARGE

52.2 Recovery of Costs

52.2.1 EV Make-Ready Costs will be recovered from customers annually on a two-month lag basis following the annual period when the program costs are incurred by the Company. The annual EV Make Ready Costs in 52.1.1 through 52.1.4 will be allocated by service classification in proportion to each service classification's transmission and distribution revenue. The EV Make-Ready Costs in 52.1.5 will be recovered solely from SC1 service classification customers.

52.2.2 The EVMR Surcharge will be applicable to all delivery customers in SC1, SC1C, SC2ND, SC2D, SC3, SC3A, SC4, SC7 and SC12 (in accordance with their individual contracts), all NYPA deliveries (including ReCharge NY Load), and to all service classifications of P.S.C. No. 214 – Electricity. The EVMR Surcharge is not applicable to Empire Zone and Excelsior Jobs Program qualifying load.

52.2.3 An annual reconciliation will be performed for the EVMR Surcharge at the end of each program year. Any over/under collections as a result of this reconciliation will be reflected in the following EVMR Surcharge on a two-month lag basis after the annual reconciliation.

52.2.4 The EVMR Surcharge will be determined by dividing the applicable EV Make-Ready Costs by the forecasted billed kWh or kW demand, as applicable, over the collection period. The EVMR Surcharge will be included in the delivery line item on customers' bills on a per kWh basis for non-demand billed customers, on a per kW basis for demand billed customers, and on a Contract Demand per kW basis for SC7 customers, where applicable.

52.2.5 The EVMR Surcharge will be filed with the Commission in a rate statement not less than fifteen (15) days prior to the effective date.

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SERVICE CLASSIFICATION NO. 1 (Continued)

SPECIAL PROVISIONS (CONT.)

N. Residential Electric Vehicle Charge Smart Plan ("EV Charge Smart Plan")

Residential customers under this service classification, with the exception of customers served under Special Provision L, Residential Optional Time of Use Delivery and Commodity Rate, may enroll in the EV Charge Smart Plan, which allows for a predetermined amount of ~~o~~Off-peak charging of a customer's electric vehicle ("EV") at their residence for a fixed monthly charge. Enrolled customers must choose one of two tiers of maximum EV Off-peak charging per billing period, for EV charging performed at the customer's premise ("Customer's EV Off-peak Charging Tier"). The kWh levels available in the Customer's EV Off-peak Charging Tier, for each Tier level, will be specified in a statement filed by the Company with the PSC. Tier 1 allows for up to 200 kWh of Off peak EV charging per billing period and Tier 2 allows for up to 325 kWh of Off peak charging per billing period. The Off-peak period is 11:00 pm to 7:00 am daily year-round. The On-peak period is 7:00 am to 11:00 pm daily year-round.

1. The EV Charge Smart Plan customer will receive the charges and rebates specified in a) through c) below each billing period. The charges or rebates in a) and b) may be billed on the customer's next bill following the ~~billing~~ period upon which the charges or rebates are calculated.
 - a. EV Monthly Charge – the customer will pay a fixed EV Monthly Charge each billing period based on their selection of Tier 1 or Tier 2. The EV Monthly Charge will be determined by the Company on an annual basis, or whenever the Company's delivery rates change. ~~The EV Monthly Charge for Tier 1 and Tier 2 is based on the sum of the following forecasted charge components:~~
 - 1) Incremental customer charge – a monthly fixed fee, determined by the Company, to recover costs associated with the Company's administration of the program.
 - 2) EV Off-peak ~~D~~elivery ~~C~~harge – the product of i) the forecasted SC1VTOU Off-peak delivery rate, as specified in Special Provision L of SC1 and as applicable to the annual period of the EV Monthly Charge, and ii) the kWh design limit specific to the Customer's EV Off-peak Charging Tier. The kWh design limits for Tier 1 and Tier 2 ("Tier Design Limit") may be different than the kWh levels available in the Customer's EV Off-peak Charging Tier and will be specified in a statement filed by the Company with the PSC. Tier 1 or Tier 2 kWh maximum usage level, as applicable.
 - 3) Systems Benefits Charge – the product of i) the forecasted SBC, as specified in Rule 42 and as applicable to the annual period of the EV Monthly Charge, and ii) the Tier Design Limit for the Customer's EV Off-peak Charging Tier 1 or Tier 2 kWh maximum usage level, as applicable.
 - 4) SC1 Supply Off-peak Charge – the product of i) the Company's forecasted average SC1 off-peak supply rate, as applicable to the annual period of the EV Monthly Charge and excluding the New Hedge Adjustment, as specified in Rule 46.3.1, and ii) the Tier Design Limit for the Customer's EV Off-peak Charging Tier 1 or Tier 2 kWh maximum usage level, as applicable.
 - 5) Clean Energy Standard Supply ("CESS") Charge – the product of i) the Company's forecasted CESS rate, as specified in Rule 46.3.5, and as applicable to the annual period of the EV Monthly Charge, and ii) the Tier Design Limit for the Customer's EV Off-peak Charging Tier 1 or Tier 2 kWh maximum usage level, as applicable.
 - 6) Merchant Function Charge ("MFC") – the product of i) the Company's forecasted MFC rate applicable to SC1 customers, as specified in Rule 42, and as applicable to the annual period of

the EV Monthly Charge, and ii) the Tier Design Limit for the Customer's EV Off-peak Charging Tier 1 or Tier 2 kWh maximum usage level, as applicable.

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SERVICE CLASSIFICATION NO. 1 (Continued)

SPECIAL PROVISIONS (CONT.)

N. Residential Electric Vehicle Charge Smart Plan ("EV Charge Smart Plan") (Continued)

The Company will calculate the EV Monthly Charge in separate delivery and supply components with the delivery components included as 1) through 3) above, and the supply components as 4) through 6) above. In the event a customer elects to take supply service from an alternate supplier, per Rule 39, the EV Monthly Charge billed to the customer under this program will only include the delivery components.

- b. EV On-peak Charge and EV Off-peak Monthly ~~Rebate~~ – the customer will ~~be subject to receive a rebate on their bill each billing period, which may be a charge or a credit, as applicable, and which will be determined by the Company as the sum of the~~ an EV On-peak Charge ~~Rebate~~ and an the EV Off-peak Rebate as specified below:
 - 1) EV On-peak Charge ~~Rebate~~ – The sum of the following components:
 - a) The product of i) the customer's EV On-peak kWh usage and ii) the difference between the applicable SC1 VTOU On-peak delivery rate, as specified in Special Provision L of SC1, and the applicable SC1 delivery rate; and
 - b) The product of i) the customer's EV On-peak kWh usage and ii) the difference between the forecasted SC1 average On-peak supply rate, as used in the calculation of the EV Monthly Charge specified above, and the Company filed SC1 supply rate specific billed to the customer's load zone and the period of the customer's EV On-peak kWh usage measurement per section 3 below. In the event the customer's EV On-peak kWh usage is measured on a calendar month basis, the rates applicable to the same calendar month will be used in the calculation.
 - 2) EV Off-peak Rebate – The product of i) the minimum of the customer's EV Off-peak kWh usage and the ~~e~~Customer's EV Off-peak Charging elected-Tier usage limit-maximum kWh usage level; and ii) -1 multiplied by the sum of the customer's volumetric (per kWh) rates applicable billed to the customer, inclusive of delivery, supply, and any associated surcharges, specific to the customer's load zone and the period of the customer's EV usage measurement. In the event the customer's EV usage is measured on a calendar month basis, the rates applicable to the same calendar month will be used in the calculation.

The Company will separate the EV On-peak Monthly Charge and the EV Off-peak Rebate into delivery and supply components for billing. In the event a customer elects to take supply service from an alternate supplier, per Rule 39, the EV Monthly On-peak Charge and the EV Off-peak Rebate provided to the customer will only include the delivery components related portion of the rebate.

The Company will file a rate statement ~~annually, or when delivery rates change,~~ that will specify the Tier 1 and Tier 2 EV Monthly Charges (for delivery and supply), and the forecasted SC1 average On-peak supply rate to be used in the EV On-peak Rebate Charge calculation. The statement will be filed with the PSC annually when delivery rates change, or more often as needed to reflect updated supply forecasts, with at least 30 ~~days~~ notice prior to the effective date.

- c. SC1 Charges – the customer will be billed all charges applicable to SC1 customers for the usage measured at the Company's meter, inclusive of EV charging usage. The customer will also be charged any non-volumetric charges applicable to an SC1 customer.

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SERVICE CLASSIFICATION NO. 1 (Continued)

SPECIAL PROVISIONS (CONT.)

N. Residential Electric Vehicle Charge Smart Plan ("EV Charge Smart Plan") (Continued)

2. The customer's EV On-peak and EV Off-peak usage will be measured using a qualifying networked ~~Level 2 ("L2")~~ charger installation at the customer's premise or a qualifying electric vehicle. Installation and maintenance of qualifying devices, associated equipment including telecommunications necessary for billing, and onboard metering to obtain accurate and timely readings of EV charging data will be the responsibility of the customer and at the customer's expense. Qualifying electric vehicles must have the necessary telematics enabled to allow access to or receipt of the necessary EV usage data for billing by the Company.
3. Customers must complete the Company's an enrollment application, as provided by the Company process at least 30 days prior to the customer's first billing under this program. A completed enrollment process~~The enrollment application must will~~ include the customer's election of Tier 1 or Tier 2~~usage level and must be provided at least 60 days prior to the customer's first billing under this program for their off-peak charging and the customer having a fully installed eligible EV charger, or eligible vehicle.~~ The customer's first bill under this program will begin with the customer's next full billing ~~period~~cycle following the ~~630~~30-days period, unless otherwise mutually agreed to by the Company and the customer.
4. Customers may unenroll from the program at any time, effective with the customer's next full billing period; provided, however, at least 30 days notice.~~In addition,~~ customers who receive an enrollment incentive from the Company, if available, will be required to stay enrolled for at least three months before being eligible to unenroll. Failure to adhere to EV Charge Smart Plan requirements, including maintaining equipment and telecommunications necessary for billing, may result in the customer being removed from participation in the EV Charge Smart Plan and returned to their otherwise applicable rate.
5. The customer may modify their electioned of Tier 1 or Tier 2~~usage level~~ with ~~30~~30-days notice to the Company. The Company will begin billing using the modified Tier ~~election~~usage level in the first full billing period following the ~~30~~30-days notice.
6. The EV Monthly Charges, the EV On-peak Charges, and the EV Off-peak~~Monthly~~ Rebates will be included as actual billed revenue in their applicable surcharge reconciliation mechanisms performed by the Company.