



Carol Teixeira
Manager, NY Electric Pricing

December 2, 2020

Honorable Michelle L. Phillips, Secretary
State of New York
Public Service Commission
Office of the Secretary, 19th Floor
Three Empire State Plaza
Albany, New York 12223-1350

RE: Case 18-E-0138 – Proceeding on Motion of the Commission Regarding Electric Vehicle Supply Equipment and Infrastructure

Dear Secretary Phillips:

The following tariff amendments, issued by Niagara Mohawk Power Corporation d/b/a National Grid (the “Company”), are being transmitted in compliance with the July 16, 2020 *Order Establishing Electric Vehicle Infrastructure Make-Ready Program and Other Programs* issued by the New York State Public Service Commission (“Commission”) in the above case number (“Order”):

Twenty-First Revised Leaf No. 3
Fourth Revised Leaf No. 236
Fourth Revised Leaf No. 237
Seventeenth Revised Leaf No. 350
Twenty-Eighth Revised Leaf No. 359
Twenty-Sixth Revised Leaf No. 371
Eighteenth Revised Leaf No. 381
Eighteenth Revised Leaf No. 392
Fifteenth Revised Leaf No. 425

To P.S.C. No. 220 – Electricity

Effective: January 1, 2021

On January 13, 2020, Department of Public Service Staff (“Staff”) filed the *Whitepaper Regarding Electric Vehicle Supply Equipment and Infrastructure Deployment* (“Whitepaper”), as directed by the Commission. In the Whitepaper, Staff recommended establishing a statewide “Make-Ready Program” that would provide incentives for the installation of electric vehicle infrastructure. In the Order, the Commission adopts Staff’s incentive program, with modifications, and directs the utilities to establish various programs to support electrifying public transportation and New York State Energy Research and Development Authority (“NYSERDA”) to establish programs to equitably deliver transportation electrification benefits throughout the State.

There are two categories of make-ready costs associated with infrastructure developed under the Make-Ready Program: (1) utility-owned make-ready, and (2) customer-owned make-ready. In future rate filings, utility-owned make-ready work will be treated as capitalized plant in service with cost allocation and recovery via traditional ratemaking methodologies. Incentives paid for customer-owned make-ready work, including work related to future-proofing customer facilities, will be included in base delivery rates

as a regulatory asset after the Make-Ready Program terminates and total costs are known. Until such time as the Company's base delivery rates reflect utility-owned make-ready costs and incentives paid to customers, the Company will recover the costs through a surcharge. The Company has added Rule No. 52 – Electric Vehicle Make-Ready (“EVMR”) Surcharge to P.S.C. No. 220 – Electricity tariff detailing this cost recovery mechanism to recover the Company's costs, not otherwise included in base delivery rates, associated with the Make-Ready Program. This surcharge will be included in the delivery line item on customers' bills and will be recovered on a per kilowatt hour basis for energy-billed customers and on a per kilowatt basis for demand-billed customers.

Ordering Clause No. 5 of the Order directed the utilities to file tariff amendments on no less than thirty days' notice to become effective on January 1, 2021. Attachment 1 contains the Company's redlined tariff leaves showing where the changes have occurred. Please advise the undersigned of any action taken regarding this filing.

Respectfully submitted,

/s/ Carol Teixeira

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Enc.

cc: Bridget Woebbe, DPS Staff (via e-mail)
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