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July 19, 2021

VIA HAND DELIVERY & ELECTRONIC MAIL

Luly E. Massaro, Commission Clerk
Rhode Island Public Utilities Commission
89 Jefferson Boulevard
Warwick, RI 02888

RE: Docket 4770 – Application of The Narragansett Electric Company d/b/a National Grid for Approval of a Change in Electric and Gas Base Distribution Rates

Dear Ms. Massaro:

On behalf of The Narragansett Electric Company d/b/a National Grid (“the Company”), enclosed are the Company’s responses to the First Set of Data Requests issued by the Public Utilities Commission regarding the Company’s Direct Current Fast Charging Discount Tariff Advice filing.

Sincerely,

John K. Halib

Cc: Dkt. 4770 Service List
Bonnie Raffetto, Esq.

Certificate of Service

I hereby certify that a copy of the cover letter and/or any materials accompanying this certificate were electronically transmitted and/or hand delivered to the individuals listed below.

John K. Halib

Dated: July 19, 2021

**National Grid Docket No. 4770 (Rate Application) & Docket No. 4780 (PST)
Combined Service list updated 7/14/2021**

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The Narragansett Electric Company
d/b/a National Grid
RIPUC Docket No. 4770
IN RE: The Narragansett Electric Company
d/b/a National Grid – Electric and Gas
Distribution Rate Filing - Direct Current Fast Charge Pilot Tariff Advice
Responses to Commission’s First Set of Data Requests
Issued on July 9, 2021

1-1

Request:

Referencing page 15 of the RY2 Electric Transportation Initiative (ETI) Annual Report, the rate year spending is listed as \$21,694. The pending tariff advice states, “As of date of the RY 2 ETI Report, the Company had spent a total of \$35,107...” Please reconcile the two dollar amounts.

Response:

The amount of \$21,694 represents the spending for Rate Year 2 only and the amount of \$35,107 represents the cumulative spend for Rate Years 1 and 2, as provided in the RY 2 ETI Report "RY1 and 2" column and pending tariff advice.

The Narragansett Electric Company
d/b/a National Grid
RIPUC Docket No. 4770
IN RE: The Narragansett Electric Company
d/b/a National Grid – Electric and Gas
Distribution Rate Filing - Direct Current Fast Charge Pilot Tariff Advice
Responses to Commission's First Set of Data Requests
Issued on July 9, 2021

1-2

Request:

How much does the Company project spending on the DCFC Discount Pilot in Rate Year 3 and through the end of Rate Year 3 compared to the budgeted amount?

Response:

The budgeted amount for Rate Year 3 is \$264,488 and the Company projects spending \$23,000 on the DCFC Discount Pilot in Rate Year 3 with approximately \$19,200 spent to date and an additional \$3,800 projected through August 31, 2021, the end of Rate Year 3.

The Narragansett Electric Company
d/b/a National Grid
RIPUC Docket No. 4770
IN RE: The Narragansett Electric Company
d/b/a National Grid – Electric and Gas
Distribution Rate Filing - Direct Current Fast Charge Pilot Tariff Advice
Responses to Commission's First Set of Data Requests
Issued on July 9, 2021

1-3

Request:

Please provide the date of enrollment for each enrolled customer and the last date the discount did or will apply for each.

Response:

Tesla enrolled in September 2018 and will receive their last discount (36th) in August 2021.
Electrify America enrolled in August 2019 and was no longer eligible to receive the discount as of May 2020 when their rate class changed to C-06.

The Narragansett Electric Company
d/b/a National Grid
RIPUC Docket No. 4770
IN RE: The Narragansett Electric Company
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Responses to Commission's First Set of Data Requests
Issued on July 9, 2021

1-4

Request:

If any customers were enrolled in the DCFC Discount Pilot in Rate Year 2 under the current tariff, does the Company need to update the tariff to change the dates for Rate Year 3 enrollments?

Response:

There were no customers enrolled in Rate Year 2 under the current tariff. The Company does need to update the tariff to change the dates for possible enrollments in Rate Year 3 and Rate Year 4.

The Narragansett Electric Company
d/b/a National Grid
RIPUC Docket No. 4770
IN RE: The Narragansett Electric Company
d/b/a National Grid – Electric and Gas
Distribution Rate Filing - Direct Current Fast Charge Pilot Tariff Advice
Responses to Commission’s First Set of Data Requests
Issued on July 9, 2021

1-5

Request:

How much is currently in the deferral account under Section 20.b.i of the Amended Settlement Agreement? Please itemize by category.

Response:

Please refer to the chart below for the deferral balance under Section 20.b.i through June 30, 2021.

Category	ETI Deferral through June 30, 2021 (10 months of Rate Year 3)
Operation and Maintenance expense	
Off-peak Charging Rebate	\$32,119
Discount Pilot for DC Fast Charging	(\$440,405)
Customer Fleet Advisory Services	\$4,951
Charging Demonstration Program	(\$604,517)
Initiative Evaluation	\$65,339
Total O&M expense	(\$942,513)
Capital Investment	
Charging Demonstration	(\$352,957)
Cumulative interest	(\$51,317)
Total Electric Transportation Initiative	(\$1,346,786)

The Narragansett Electric Company
d/b/a National Grid
RIPUC Docket No. 4770
IN RE: The Narragansett Electric Company
d/b/a National Grid – Electric and Gas
Distribution Rate Filing - Direct Current Fast Charge Pilot Tariff Advice
Responses to Commission’s First Set of Data Requests
Issued on July 9, 2021

1-6

Request:

Please forecast the Section 20.b.1 deferral through the end of Rate Year 3 by category.

Response:

The forecasted Section 20.b.1 deferral through the end of Rate Year 3 by category is as follows:

Category	Deferral as of Rate Year 3 (Aug 31, 2021)
Operating and Maintenance expense	
Off-peak Charging Rebate	\$21,281
Discount Pilot for DC Fast Charging	(\$480,653)
Customer Fleet Advisory Services	\$0
Charging Demonstration Program	(\$692,289)
Initiative Evaluation	\$76,360
Total O&M expense	(\$1,075,301)
Capital Investment	
Charging Demonstration	(\$280,713)
Cumulative interest	(\$58,442)
Total Electric Transportation Initiative	(\$1,514,825)

Supporting calculations are included in the attachment provided with the Company’s response to Data Request PUC 1-7.

The Narragansett Electric Company
d/b/a National Grid
RIPUC Docket No. 4770
IN RE: The Narragansett Electric Company
d/b/a National Grid – Electric and Gas
Distribution Rate Filing - Direct Current Fast Charge Pilot Tariff Advice
Responses to Commission’s First Set of Data Requests
Issued on July 9, 2021

1-7

Request:

Please forecast the size of the Section 20.b.1 deferral by category through the end of Rate Year 4, assuming RIPTA signs up, but no other customer signs up (assuming the DCFC discount rate allowance for Rate Year 3 remains in base distribution rates for Rate Year 4).

Response:

Category	ETI Deferral through Rate Year 4 (Aug 31, 2022)
Operation and Maintenance expense	
Off-peak Charging Rebate	\$12,477
Discount Pilot for DC Fast Charging	(\$731,728)
Customer Fleet Advisory Services	(\$48,950)
Charging Demonstration Program	(\$1,639,285)
Initiative Evaluation	\$53,135
Total O&M expense	(\$2,354,351)
Capital Investment	
Charging Demonstration	(\$251,535)
Cumulative interest	(\$102,991)
Total Electric Transportation Initiative	(\$2,708,877)

Supporting calculations are provided with this response as Attachment PUC 1-7.

The Narragansett Electric Company
d/b/a National Grid
Power Sector Transformation (PST)
Electric Transportation Initiative
Deferral Summary by Category

Line No.	Rate Year Ended August 31, 2019			Rate Year Ended August 31, 2020			Rate Year Ending August 31, 2021			Cumulative Deferral at Rate Years Ending			
	Actual	Allowance	Delta	Actual	Allowance	Delta	Actual/Forecast	Allowance	Delta	August 31, 2019 (RY1)	August 31, 2020 (RY2)	August 31, 2021 (RY3)	
	(a)	(b)	(c)=(a)-(b)	(d)	(e)	(f)	(g)	(h)	(i)	(j)=(c)	(k)=(j)+(f)	(l)=(k)+(i)	
Operation and Maintenance (O&M) Expenses:													
1	Offpeak Charging Rebate	\$218,763	\$133,745	\$85,018	\$178,209	\$176,920	\$1,289	\$162,541	\$227,567	(\$65,026)	\$85,018	\$86,307	\$21,281
2	Discount Pilot for DC Fast Charging	\$13,413	\$103,622	(\$90,209)	\$21,694	\$170,650	(\$148,956)	\$23,000	\$264,488	(\$241,488)	(\$90,209)	(\$239,165)	(\$480,653)
3	Customer Fleet Advisory Services	\$51,050	\$40,000	\$11,050	\$88,659	\$70,000	\$18,659	\$70,291	\$100,000	(\$29,709)	\$11,050	\$29,709	\$0
4	Charging Demonstration Program	\$66,118	\$326,831	(\$260,713)	\$597,437	\$502,382	\$95,055	486,483	\$1,013,114	(\$526,631)	(\$260,713)	(\$165,658)	(\$692,289)
5	Initiative Evaluation	\$6,775	\$30,000	(\$23,225)	\$63,461	\$30,000	\$33,461	\$96,124	\$30,000	\$66,124	(\$23,225)	\$10,236	\$76,360
6	Total O&M component of Revenue Requirement	\$356,119	\$634,198	(\$278,079)	\$949,460	\$949,952	(\$492)	\$838,439	\$1,635,169	(\$796,730)	(\$278,079)	(\$278,571)	(\$1,075,301)
Capital Investment:													
7	Charging Demonstration	\$10,597	\$47,102	(\$36,505)	\$25,974	\$201,799	(\$175,825)	\$347,256	\$516,007	(\$168,751)	(\$36,505)	(\$212,331)	(\$381,082)
8	Total Capital Investment Component of Revenue Requirement	\$10,597	\$47,102	(\$36,505)	\$25,974	\$201,799	(\$175,825)	\$347,256	\$516,007	(\$168,751)	(\$36,505)	(\$212,331)	(\$381,082)
9	Total Revenue Requirement: Electric Transportation	\$366,716	\$681,300	(\$314,584)	\$975,434	\$1,151,751	(\$176,317)	\$1,185,695	\$2,151,176	(\$965,481)	(\$314,584)	(\$490,902)	(\$1,456,383)

1-7 Cols (a),(d), (g) - Per Page 4 of 17
1-7 Cols (b),(e), (h) - per RIPUC Docket 4770 Aug 16, 2018 Compliance filing, Compliance Attachment 5.1, Page 1
6 Sum of Lines 1 through 5
8 Line 7
9 Line 6 + Line 8

The Narragansett Electric Company
d/b/a National Grid
Electric Transportation Initiative
Deferral Summary by Category (continued)

Line No.		Rate Year Ending			Cumulative Deferral at Rate Years Ending			
		Forecast	Allowance	Delta	August 31, 2019 (RY1)	August 31, 2020 (RY2)	August 31, 2021 (RY3)	August 31, 2022 (RY4)
		(a)	(b)	(c)=(a)-(b)	(d)= Page 1 Col (j)	(e)=Page 1 Col (k)	(f)=Page 1 Col (l)	(g)=(f)+(c)
	Operation and Maintenance (O&M) Expenses:							
1	Offpeak Charging Rebate	\$218,763	\$227,567	(\$8,804)	\$85,018	\$86,307	\$21,281	\$12,477
2	Discount Pilot for DC Fast Charging	\$13,413	\$264,488	(\$251,075)	(\$90,209)	(\$239,165)	(\$480,653)	(\$731,728)
3	Customer Fleet Advisory Services	\$51,050	\$100,000	(\$48,950)	\$11,050	\$29,709	\$0	(\$48,950)
4	Charging Demonstration Program	\$66,118	\$1,013,114	(\$946,996)	(\$260,713)	(\$165,658)	(\$692,289)	(\$1,639,285)
5	Initiative Evaluation	\$6,775	\$30,000	(\$23,225)	(\$23,225)	\$10,236	\$76,360	\$53,135
6	Total O&M component of Revenue Requirement	\$356,119	\$1,635,169	(\$1,279,050)	(\$278,079)	(\$278,571)	(\$1,075,301)	(\$2,354,351)
	Capital Investment:							
7	Charging Demonstration	\$646,154	\$516,607	\$129,547	(\$36,505)	(\$212,331)	(\$381,082)	(\$251,535)
8	Total Capital Investment Component of Revenue Requirement	\$646,154	\$516,607	\$129,547	(\$36,505)	(\$212,331)	(\$381,082)	(\$251,535)
9	Total Revenue Requirement: Electric Transportation	\$1,002,273	\$2,151,776	(\$1,149,503)	(\$314,584)	(\$490,902)	(\$1,456,383)	(\$2,605,886)

Col (a)- per Page 4 of 17

Col (b)- per RIPUC Docket 4770 Aug 16, 2018 Compliance filing, Compliance Attachment 5.1

6 Sum of Lines 1 through 5

8 Line 6 + Line 8

THE NARRAGANSETT ELECTRIC COMPANY
d/b/a NATIONAL GRID
RIPUC Docket No. 4770
Re: DISTRIBUTION RATE FILING – DIRECT CURRENT
FAST CHARGE PILOT TARIFF ADVICE
Attachment PUC 1-7
Page 3 of 17

The Narragansett Electric Company
d/b/a National Grid
Power Sector Transformation (PST)
Electric Transportation Initiative
Interest on ET Initiative Deferrals

Line No.	Rate Year	(a)=(h) Beginning Balance	(b) Actual	(c) Allowance	(d)=Sum (a) -(c) Ending Balance	(e)=(a)+(d)/2 Average Balance	(f) Interest Rate	(g)=(e)*(f) Interest	(h)=(d)+(g) Ending Balance
<u>EV Deferral: Operating & Maintenance expense</u>									
1	RY1	\$0	\$356,119	(\$634,198)	(\$278,079)	(\$139,040)	2.620%	(\$3,643)	(\$281,722)
2	RY2	(\$281,722)	\$949,460	(\$949,952)	(\$282,214)	(\$281,968)	2.525%	(\$7,120)	(\$289,334)
3	RY3	(\$289,334)	\$838,439	(\$1,635,169)	(\$1,086,064)	(\$687,699)	1.515%	(\$10,419)	(\$1,096,483)
4	RY4	(\$1,096,483)	\$356,119	(\$1,635,169)	(\$2,375,533)	(\$1,736,008)	0.890%	(\$15,450)	(\$2,390,983)
<u>EV Deferral : Capital Investment</u>									
5	RY1	\$0	\$10,597	(\$47,102)	(\$36,505)	(\$18,253)	8.230%	(\$1,502)	(\$38,007)
6	RY2	(\$38,007)	\$25,974	(\$201,799)	(\$213,833)	(\$125,920)	8.230%	(\$10,363)	(\$224,196)
7	RY3	(\$224,196)	\$347,256	(\$516,007)	(\$392,947)	(\$308,571)	8.230%	(\$25,395)	(\$418,342)
8	RY4	(\$418,342)	\$646,154	(\$516,607)	(\$288,795)	(\$353,568)	8.230%	(\$29,099)	(\$317,894)
9	Total Forecasted ETI deferral with interest at the end of Rate Year 3						Line 3 + Line 7		(\$1,514,825)
10	Total Forecasted ETI deferral with interest at the end of Rate Year 4						Line 4 + Line 8		(\$2,708,877)

Col (b & c) Per Page 1 of 17 and Page 2 of 17

Col (f) Lines 1 - 3: Customer deposit rate effective each March 1, 2018 through 2021 respectively of 2.33%, 2.91%, 2.14% and 0.89%.

Col (f) Lines 4: Forecasted Customer deposit rate of 0.89% based on actual rate effective March 1, 2021.

Col (f) Lines 5-8: Company's approved pre-tax weighted average cost of capital of 8.23%.

The Narragansett Electric Company
d/b/a National Grid
Electric Transportation Initiative
Annual Revenue Requirement Summary

Line No.			Rate Years Ending August 31,			
			<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
			(a)	(b)	(c)	(d)
	Operation and Maintenance (O&M) Expenses:					
1	Offpeak Charging Rebate		\$218,763	\$178,209	\$162,541	\$118,000
2	Discount Pilot for DC Fast Charging		\$13,413	\$21,694	\$23,000	\$33,450
3	Customer Fleet Advisory Services		\$51,050	\$88,659	\$70,291	\$100,000
4	Charging Demonstration Program		\$66,118	\$597,437	486,483	767,000
5	Initiative Evaluation		\$6,775	\$63,461	\$96,124	\$72,830
6	Total O&M costs	Sum of Lines 1 through 5	\$356,119	\$949,460	\$838,439	\$1,091,280
	Other O&M Expenses and Program Administration Costs:					
8	Program Administration Costs - NG Heavy Duty Fleet Lease and O&M					
9	Program Administration Costs - Off-Peak Rebate					
10	Program Administration Costs - Commercial Rate Discount					
11	Program Administration Costs - Evaluation					
12	Total Other O&M Expenses and Program Administration Costs	Sum of Lines 8 through 11	\$0	\$0	\$0	\$0
13	Total O&M Costs, Other O&M Costs and Program Administration Costs	Line 6 + Line 12	\$356,119	\$949,460	\$838,439	\$1,091,280
14	Participation Payment Offset					
15	Total Net O&M Expense Component of Revenue Requirement	Line 13 + Line 14	\$356,119	\$949,460	\$838,439	\$1,091,280
	Capital Investment:					
17	Estimated Revenue Requirement on Rate Year 1 Capital investment	Page 5 of 17	\$10,597	\$25,974	\$24,479	\$23,291
18	Estimated Revenue Requirement on Rate Year 2 Capital investment	Page 8 of 17		\$0	\$243,777	\$229,380
19	Estimated Revenue Requirement on Rate Year 3 Capital investment	Page 11 of 17			\$78,999	\$193,682
20	Estimated Revenue Requirement on Rate Year 4 Capital investment	Page 14 of 17				\$199,801
21	Total Capital Investment Component of Revenue Requirement	Sum of Lines 17 through 20	\$10,597	\$25,974	\$347,256	\$646,154
22	Total Revenue Requirement	Line 15 + Line 21	\$366,716	\$975,434	\$1,185,695	\$1,737,434

**The Narragansett Electric Company
d/b/a National Grid
Power Sector Transformation (PST)
Revenue Requirement on Capital Investment 12 months ending August 31, 2019
Electric Transportation Initiative**

Line No.			RY1	RY2	RY3	RY4
			Rate Years Ending August 31,			
			2019 (a)	2020 (b)	2021 (c)	2022 (d)
Estimated Capital Investment						
1	EDC Costs (Make-Ready)		\$0	\$0	\$0	\$0
2	Premise Work Costs (Make-Ready)		\$123,870	\$0	\$0	\$0
3	EVSE Costs (Utility-Operated Charging Program Sites, and Company Fleet EVSE)		\$0	\$0	\$0	\$0
4	Total Capitalized Labor & Tool Costs		\$53,204	\$0	\$0	\$0
5	Total Estimated Capital Investment	Sum of Lines 1 through 4	\$177,074	\$0	\$0	\$0
Depreciable Net Capital Included in Rate Base						
6	Total Allowed Capital Included in Rate Base in Current Year	Line 5	\$177,074	\$0	\$0	\$0
7	Retirements	Line 6 * 0%	\$0	\$0	\$0	\$0
8	Net Depreciable Capital Included in Rate Base	Col (a) = Line 6 - Line 7; Col (b) = Prior Year Line 8	\$177,074	\$177,074	\$177,074	\$177,074
Change in Net Capital Included in Rate Base						
9	Capital Included in Rate Base	Line 5	\$177,074	\$0	\$0	\$0
10	Cost of Removal		\$0	\$0	\$0	\$0
11	Total Net Plant in Service Including Cost of Removal	Line 9 + Line 10	\$177,074	\$177,074	\$177,074	\$177,074
Tax Depreciation						
12	Vintage Year Tax Depreciation:					
13	2020 Spend	Page 6 of 17, Line 21	\$35,415	\$56,664	\$33,998	\$20,399
14	Cumulative Tax Depreciation	Previous Year Line 14 + Current Year Line 13	\$35,415	\$92,079	\$126,077	\$146,476
Book Depreciation						
15	Composite Book Depreciation Rate	As filed per R.I.P.U.C. Docket No. 4770	2.50%	2.50%	2.50%	2.50%
16	Book Depreciation	Col (a) = Line 1 * Line 15 * 50%; Col (b) = Line 1 * Line 15	\$0	\$0	\$0	\$0
17	Cumulative Book Depreciation	Previous Year Line 17 + Current Year Line 16	\$0	\$0	\$0	\$0
18	Composite Book Depreciation Rate	As filed per R.I.P.U.C. Docket No. 4770	5.00%	5.00%	5.00%	5.00%
19	Book Depreciation	Col (a) = Line 2 * Line 18 * 50%; Col (b) = Line 2 * Line 18	\$3,097	\$6,194	\$6,194	\$6,194
20	Cumulative Book Depreciation	Previous Year Line 20 + Current Year Line 19	\$3,097	\$9,290	\$15,484	\$21,677
21	Composite Book Depreciation Rate	As filed per R.I.P.U.C. Docket No. 4770	10.00%	10.00%	10.00%	10.00%
22	Book Depreciation	Col (a) = Line 3 * Line 21 * 50%; Col (b) = Line 3 * Line 21	\$0	\$0	\$0	\$0
23	Cumulative Book Depreciation	Previous Year Line 23 + Current Year Line 22	\$0	\$0	\$0	\$0
24	Composite Book Depreciation Rate	As filed per R.I.P.U.C. Docket No. 4770	2.50%	2.50%	2.50%	2.50%
25	Book Depreciation	Col (a) = Line 4 * Line 24 * 50%; Col (b) = Line 4 * Line 24	\$665	\$1,330	\$1,330	\$1,330
26	Cumulative Book Depreciation	Previous Year Line 26 + Current Year Line 25	\$665	\$1,995	\$3,325	\$4,655
27	Total Cumulative Book Depreciation	Line 17 + Line 20 + Line 23 + Line 26	\$3,762	\$11,285	\$18,809	\$26,333
Deferred Tax Calculation:						
28	Cumulative Book / Tax Timer	Line 14 - Line 27	\$31,653	\$80,794	\$107,268	\$120,143
29	Effective Tax Rate		21.00%	21.00%	21.00%	21.00%
30	Deferred Tax Reserve	Line 28 * Line 29	\$6,647	\$16,967	\$22,526	\$25,230
31	Less: FY 2020 Federal NOL		\$0	\$0	\$0	\$0
32	Net Deferred Tax Reserve	Sum of Lines 30 through 31	\$6,647	\$16,967	\$22,526	\$25,230
Rate Base Calculation:						
33	Cumulative Incremental Capital Included in Rate Base	Line 11	\$177,074	\$177,074	\$177,074	\$177,074
34	Accumulated Depreciation	- Line 27	(\$3,762)	(\$11,285)	(\$18,809)	(\$26,333)
35	Deferred Tax Reserve	- Line 32	(\$6,647)	(\$16,967)	(\$22,526)	(\$25,230)
36	Year End Rate Base	Sum of Lines 33 through 35	\$166,665	\$148,822	\$135,739	\$125,511
Revenue Requirement Calculation:						
37	Average Rate Base	Col (a) = Current Year Line 37 ÷ 2; Col (b & c) = (Prior Year Line 26 + Current Year Line 26) ÷ 2	\$83,333	\$157,744	\$142,281	\$130,625
38	Less: Proration Adjustment	Page 7 of 17	(\$285)	(\$443)	(\$239)	(\$116)
39	Average Rate Base adjusted for proration	Line 37 + Line 38	\$83,047	\$157,301	\$142,042	\$130,509
40	Pre-Tax ROR		8.23%	8.23%	8.23%	8.23%
41	Return and Taxes	Line 39 * Line 40	\$6,835	\$12,946	\$11,690	\$10,741
42	Book Depreciation	Line 16 + Line 19 + Line 22 + Line 25	\$3,762	\$7,524	\$7,524	\$7,524
43	Property Taxes	Yr 1 = 0, Yr 2 forward = Prior Yr (Line 8 + Line 34) * 3.176%	\$0	\$5,504	\$5,265	\$5,027
44	Annual Revenue Requirement	Sum of Line 41 through Line 43	\$10,597	\$25,974	\$24,479	\$23,291

1/ Weighted Average Cost of Capital as filed in R.I.P.U.C. Docket No. 4770, Schedule MAL-1-ELEC

	Ratio	Rate	Rate	Taxes	Return
Long Term Debt	48.35%	4.62%		2.23%	
Short Term Debt	0.60%	1.76%	0.01%		0.01%
Preferred Stock	0.10%	4.50%	0.00%		0.00%
Common Equity	50.95%	9.2750%	4.73%	1.26%	5.99%
	100.00%		6.97%	1.26%	8.23%

2/ Composite Mill Rate of 3.176% per Compliance Attachment 2, Schedule 7-ELEC

The Narragansett Electric Company
d/b/a National Grid
Calculation of Tax Depreciation and Repairs Deduction on Rate Year 2019 Capital Investments
Electric Transportation Initiative

Line No.			RY1	RY2	RY3	RY4
			<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
			(a)	(b)	(c)	(d)
	<u>Capital Repairs Deduction</u>					
1	Plant Additions	Page 5 of 17, Line 5	\$177,074			
2	Capital Repairs Deduction Rate	Per Tax Department	0.00%			
3	Capital Repairs Deduction	Line 1 * Line 2	\$0			
	<u>Bonus Depreciation</u>					
4	Plant Additions	Line 1	\$177,074			
5	Less Capital Repairs Deduction	Line 3	\$0			
6	Plant Additions Net of Capital Repairs Deduction	Line 4 - Line 5	\$177,074			
7	Percent of Plant Eligible for Bonus Depreciation	Per Tax Department	100.00%			
8	Plant Eligible for Bonus Depreciation	Line 6 * Line 7	\$177,074			
9	Bonus Depreciation Rate (April 2019 - December 2019)	1 * 75% * 0%	0.00%			
10	Bonus Depreciation Rate (January 2020 - Mar 2020)	1 * 25% * 0%	0.00%			
11	Total Bonus Depreciation Rate	Line 9 + Line 10	0.00%			
12	Bonus Depreciation	Line 8 * Line 11	\$0			
	<u>Remaining Tax Depreciation</u>					
13	Plant Additions	Line 1	\$177,074			
14	Less Capital Repairs Deduction	Line 3	\$0			
15	Less Bonus Depreciation	Line 12	\$0			
16	Remaining Plant Additions Subject to 5 YR MACRS Tax Depreciation	Line 13 - Line 14 - Line 15	\$177,074	\$177,074	\$177,074	\$177,074
17	5 YR MACRS Tax Depreciation Rates	Per IRS Publication 946	20.00%	32.00%	19.20%	11.52%
18	Remaining Tax Depreciation	Line 16 * Line 17	\$35,415	\$56,664	\$33,998	\$20,399
19	FY20 Loss incurred due to retirements	Per Tax Department	\$0			
20	Cost of Removal	Page 5 of 17, Line 10	\$0			
21	Total Tax Depreciation and Repairs Deduction	Sum of Lines 3, 12, 18, 19, and 20	\$35,415	\$56,664	\$33,998	\$20,399

The Narragansett Electric Company
d/b/a National Grid
Calculation of Rate Year 2019 Net Deferred Tax Reserve Proration
Electric Transportation Initiative

Line No.	Deferred Tax Subject to Proration		(a)=Sum of (b) through (e)	(b)	(c)	(d)	(e)
			Total	2019	2020	2021	2022
			Rate Years Ending August 31,				
1	Book Depreciation	Page 5 of 17, Line 27	\$11,285	\$3,762	\$7,524	\$7,524	\$7,524
2	Bonus Depreciation	Page 6 of 17, Line 12	\$0	\$0	\$0	\$0	\$0
3	Remaining MACRS Tax Depreciation	Page 6 of 17, Line 18	(\$92,079)	(\$35,415)	(\$56,664)	(\$33,998)	(\$20,399)
4	FY20 tax (gain)/loss on retirements	Page 6 of 17, Line 19	\$0	\$0	\$0	\$0	\$0
5	Cumulative Book / Tax Timer	Sum of Lines 1 through 4	(\$80,794)	(\$31,653)	(\$49,140)	(\$26,474)	(\$12,875)
6	Effective Tax Rate		21.00%	21.00%	21.00%	21.00%	21.00%
7	Deferred Tax Reserve	Line 5 * Line 6	(\$16,967)	(\$6,647)	(\$10,319)	(\$5,560)	(\$2,704)
	Deferred Tax Not Subject to Proration						
8	Capital Repairs Deduction	Page 6 of 17, Line 3	\$0	\$0	\$0	\$0	\$0
9	Cost of Removal	Page 6 of 17, Line 20	\$0	\$0	\$0	\$0	\$0
10	Book/Tax Depreciation Timing Difference at 3/31/2020		\$0	\$0	\$0	\$0	\$0
11	Cumulative Book / Tax Timer	Line 8 + Line 9 + Line 10	\$0	\$0	\$0	\$0	\$0
12	Effective Tax Rate		21.00%	21.00%	21.00%	21.00%	21.00%
13	Deferred Tax Reserve	Line 11 * Line 12	\$0	\$0	\$0	\$0	\$0
14	Total Deferred Tax Reserve	Line 7 + Line 13	(\$16,967)	(\$6,647)	(\$10,319)	(\$5,560)	(\$2,704)
15	Net Operating Loss	Page 5 of 17, Line 31	\$0	\$0	\$0	\$0	\$0
16	Net Deferred Tax Reserve	Line 14 + Line 15	(\$16,967)	(\$6,647)	(\$10,319)	(\$5,560)	(\$2,704)
	Allocation of FY 2020 Estimated Federal NOL						
17	Cumulative Book/Tax Timer Subject to Proration	Col (b) = Line 5	(\$80,794)	(\$31,653)	(\$49,140)	(\$26,474)	(\$12,875)
18	Cumulative Book/Tax Timer Not Subject to Proration	Line 11	\$0	\$0	\$0	\$0	\$0
19	Total Cumulative Book/Tax Timer	Line 17 + Line 18	(\$80,794)	(\$31,653)	(\$49,140)	(\$26,474)	(\$12,875)
20	Total FY 2020 Federal NOL	(Page 5 of 17, Line 31) / 21%	\$0	\$0	\$0	\$0	\$0
21	Allocated FY 2020 Federal NOL Not Subject to Proration	(Line 18 / Line 19) * Line 20	\$0	\$0	\$0	\$0	\$0
22	Allocated FY 2020 Federal NOL Subject to Proration	(Line 17 / Line 19) * Line 20	\$0	\$0	\$0	\$0	\$0
23	Effective Tax Rate		21.00%	21.00%	21.00%	21.00%	21.00%
24	Deferred Tax Benefit subject to proration	Line 22 * Line 23	\$0	\$0	\$0	\$0	\$0
25	Net Deferred Tax Reserve subject to proration	Line 7 + Line 24	(\$25,230)	(\$6,647)	(\$10,319)	(\$5,560)	(\$2,704)

Line No.	Proration Calculation	(i)	(j)	(k)= Sum of (l) through (o)	(l)	(m)	(n)	(o)
26	April 2019	30	91.78%	(\$1,298)	(\$508)	(\$789)	(\$425)	(\$207)
27	May 2019	31	83.29%	(\$1,178)	(\$461)	(\$716)	(\$386)	(\$188)
28	June 2019	30	75.07%	(\$1,061)	(\$416)	(\$646)	(\$348)	(\$169)
29	July 2019	31	66.58%	(\$941)	(\$369)	(\$573)	(\$308)	(\$150)
30	August 2019	31	58.08%	(\$821)	(\$322)	(\$499)	(\$269)	(\$131)
31	September 2019	30	49.86%	(\$705)	(\$276)	(\$429)	(\$231)	(\$112)
32	October 2019	31	41.37%	(\$585)	(\$229)	(\$356)	(\$192)	(\$93)
33	November 2019	30	33.15%	(\$469)	(\$184)	(\$285)	(\$154)	(\$75)
34	December 2019	31	24.66%	(\$349)	(\$137)	(\$212)	(\$114)	(\$56)
35	January 2020	31	16.16%	(\$229)	(\$90)	(\$139)	(\$75)	(\$36)
36	February 2020	28	8.49%	(\$120)	(\$47)	(\$73)	(\$39)	(\$19)
37	March 2020	31	0.00%	\$0	\$0	\$0	\$0	\$0
38	Total	365		(\$7,755)	(\$3,038)	(\$4,717)	(\$2,541)	(\$1,236)
39	Deferred Tax Without Proration	Line 25		(\$25,230)	(\$6,647)	(\$10,319)	(\$5,560)	(\$2,704)
40	Average Deferred Tax Without Proration	Line 39 * 50%		(\$12,615)	(\$3,324)	(\$5,160)	(\$2,780)	(\$1,352)
41	Proration Adjustment	Line 38 - Line 40		\$1,083	\$285	\$443	\$239	\$116

Column Notes:

- (j) Sum of remaining days in the year (Col (i)) ÷ 365
- (l) through (r) = Current Year Line 25 ÷ 12 * Current Month Col (j)

**The Narragansett Electric Company
d/b/a National Grid
Revenue Requirement on Capital Investment 12 months ending August 31, 2020
Electric Transportation Initiative**

Line No.	Description	RY2 2020 (a)	RY3 2021 (b)	RY4 2022 (c)
Estimated Capital Investment				
1	EDC Costs (Make-Ready)	\$54,407		
2	Premise Work Costs (Make-Ready)	\$1,461,801		
3	EVSE Costs (Utility-Operated Only)	\$0		
4	Total Capitalized Labor & Tool Costs	\$93,032		
5	Total Estimated Capital Investment	\$1,609,240	\$0	\$0
Sum of Line 1 through Line 4				
Depreciable Net Capital Included in Rate Base				
6	Total Allowed Capital Included in Rate Base in Current Year	Line 5 \$1,609,240	\$0	\$0
7	Retirements	Line 6 * 0% \$0	\$0	\$0
8	Net Depreciable Capital Included in Rate Base	Col (a) = Line 6 - Line 7; Col (b) = Prior Year Line 8 \$1,609,240	\$1,609,240	\$1,609,240
Change in Net Capital Included in Rate Base				
9	Capital Included in Rate Base	Line 5 \$1,609,240	\$0	\$0
10	Cost of Removal	\$0	\$0	\$0
11	Total Net Plant in Service Including Cost of Removal	Line 9 + Line 10 \$1,609,240	\$1,609,240	\$1,609,240
Tax Depreciation				
12	Vintage Year Tax Depreciation:			
13	2021 Spend	Page 9 of 17, Line 21 \$321,848	\$514,957	\$308,974
14	Cumulative Tax Depreciation	Previous Year Line 14 + Current Year Line 13 \$321,848	\$836,805	\$1,145,779
Book Depreciation				
15	Composite Book Depreciation Rate	As filed per R.I.P.U.C. Docket No. 4770 2.50%	2.50%	2.50%
16	Book Depreciation	Col (a) = Line 1 * Line 15 * 50%; Col (b) = Line 1 * Line 15 \$680	\$1,360	\$1,360
17	Cumulative Book Depreciation	Previous Year Line 17 + Current Year Line 16 \$680	\$2,040	\$3,400
18	Composite Book Depreciation Rate	As approved per R.I.P.U.C. Docket No. 4770 5.00%	5.00%	5.00%
19	Book Depreciation	Col (a) = Line 2 * Line 18 * 50%; Col (b) = Line 2 * Line 18 \$36,545	\$73,090	\$73,090
20	Cumulative Book Depreciation	Previous Year Line 20 + Current Year Line 19 \$36,545	\$109,635	\$182,725
21	Composite Book Depreciation Rate	As approved per R.I.P.U.C. Docket No. 4770 10.00%	10.00%	10.00%
22	Book Depreciation	Col (a) = Line 3 * Line 21 * 50%; Col (b) = Line 3 * Line 21 \$0	\$0	\$0
23	Cumulative Book Depreciation	Previous Year Line 23 + Current Year Line 22 \$0	\$0	\$0
24	Composite Book Depreciation Rate	As filed per R.I.P.U.C. Docket No. 4770 2.50%	2.50%	2.50%
25	Book Depreciation	Col (a) = Line 4 * Line 24 * 50%; Col (b) = Line 4 * Line 24 \$1,163	\$2,326	\$2,326
26	Cumulative Book Depreciation	Previous Year Line 26 + Current Year Line 25 \$1,163	\$3,489	\$5,815
27	Total Cumulative Book Depreciation	Line 17 + Line 20 + Line 23 + Line 26 \$38,388	\$115,164	\$191,940
Deferred Tax Calculation:				
28	Cumulative Book / Tax Timer	Line 14 - Line 17 \$283,460	\$721,641	\$953,839
29	Effective Tax Rate	21.00%	21.00%	21.00%
30	Deferred Tax Reserve	Line 28 * Line 29 \$59,527	\$151,545	\$200,306
31	Less: FY 2021 Federal NOL	\$0	\$0	\$0
32	Net Deferred Tax Reserve	Sum of Lines 30 through 38 \$59,527	\$151,545	\$200,306
Rate Base Calculation:				
33	Cumulative Incremental Capital Included in Rate Base	Line 11 \$1,609,240	\$1,609,240	\$1,609,240
34	Accumulated Depreciation	- Line 27 (\$38,388)	(\$115,164)	(\$191,940)
35	Deferred Tax Reserve	- Line 32 (\$59,527)	(\$151,545)	(\$200,306)
36	Year End Rate Base	Sum of Lines 33 through 35 \$1,511,325	\$1,342,531	\$1,216,994
Revenue Requirement Calculation:				
37	Average Rate Base	Col (a) = Current Year Line 37 ÷ 2; Col (b) = (Prior Year Line 37 + Current Year Line 37) ÷ 2 \$755,663	\$1,426,928	\$1,279,763
38	Less: Proration Adjustment	Page 10 of 17 (\$2,555)	(\$3,950)	(\$2,093)
39	Average Rate Base adjusted for proration	Line 37 + Line 38 \$753,108	\$1,422,979	\$1,277,670
40	Pre-Tax ROR	1/ 8.23%	8.23%	8.23%
41	Return and Taxes	Line 39 * Line 40 \$61,981	\$117,111	\$105,152
42	Book Depreciation	Line 16 + Line 19 + Line 22 + Line 25 \$38,388	\$76,776	\$76,776
43	Property Taxes	Yr 1 = 0, Yr 2 forward = Prior Yr (Line 8 + Line 34) * 3.176% 2/ \$0	\$49,890	\$47,452
44	Annual Revenue Requirement	Line 37 through Line 43 \$243,777	\$229,380	\$229,380

1/ Weighted Average Cost of Capital as file in R.I.P.U.C. Docket No. 4770, Schedule MAL-1-ELEC

	Ratio	Rate	Rate	Taxes	Return
Long Term Debt	48.35%	4.62%	2.23%	0.00%	2.23%
Short Term Debt	0.60%	1.76%	0.01%	0.00%	0.01%
Preferred Stock	0.10%	4.50%	0.00%	0.00%	0.00%
Common Equity	50.95%	9.2750%	4.73%	1.26%	5.99%
	<u>100.00%</u>		<u>6.97%</u>	<u>1.26%</u>	<u>8.23%</u>

2/ Composite Mill Rate of 3.176% per Compliance Attachment 2, Schedule 7-ELEC

The Narragansett Electric Company
d/b/a National Grid
Calculation of Tax Depreciation and Repairs Deduction on Rate Year 2020 Capital Investments
Electric Transportation Initiative

Line No.			RY2 Rate Years Ending August 31, <u>2020</u> (a)	RY3 <u>2021</u> (b)	RY4 <u>2022</u> (c)
	<u>Capital Repairs Deduction</u>				
1	Plant Additions	Page 8 of 17, Line 5	\$1,609,240		
2	Capital Repairs Deduction Rate	Per Tax Department	0.00%		
3	Capital Repairs Deduction	Line 1 * Line 2	\$0		
	<u>Bonus Depreciation</u>				
4	Plant Additions	Line 1	\$1,609,240		
5	Less Capital Repairs Deduction	Line 3	\$0		
6	Plant Additions Net of Capital Repairs Deduction	Line 4 - Line 5	\$1,609,240		
7	Percent of Plant Eligible for Bonus Depreciation	Per Tax Department	100.00%		
8	Plant Eligible for Bonus Depreciation	Line 6 * Line 7	\$1,609,240		
9	Bonus Depreciation Rate (April 2020 - December 2020)	0%	0.00%		
10	Bonus Depreciation Rate (January 2021 - Mar 2021)	0%	0.00%		
11	Total Bonus Depreciation Rate	Line 9 + Line 10	0.00%		
12	Bonus Depreciation	Line 8 * Line 11	\$0		
	<u>Remaining Tax Depreciation</u>				
13	Plant Additions	Line 1	\$1,609,240		
14	Less Capital Repairs Deduction	Line 3	\$0		
15	Less Bonus Depreciation	Line 12	\$0		
16	Remaining Plant Additions Subject to 5 YR MACRS Tax Depreciation	Line 13 - Line 14 - Line 15	\$1,609,240	\$1,609,240	\$1,609,240
17	5 YR MACRS Tax Depreciation Rates	Per IRS Publication 946	20.000%	32.000%	19.200%
18	Remaining Tax Depreciation	Line 16 * Line 17	\$321,848	\$514,957	\$308,974
19	FY21 Loss incurred due to retirements	Per Tax Department	\$0	\$0	\$0
20	Cost of Removal	Page 8 of 17, Line 10	\$0	\$0	\$0
21	Total Tax Depreciation and Repairs Deduction	Sum of Lines 3, 12, 18, 19, and 20	\$321,848	\$514,957	\$308,974

**The Narragansett Electric Company
d/b/a National Grid
Revenue Requirement on Estimated Capital Investment 12 months ending August 31, 2021
Electric Transportation Initiative**

		RY3	RY4
Line		Rate Years Ending August 31,	
No.	<u>Estimated Capital Investment</u>	<u>2021</u>	<u>2022</u>
		(a)	(b)
1	EDC Costs (Make-Ready)	\$166,734	
2	Premise Work Costs (Make-Ready)	\$917,938	
3	EVSE Costs (Utility-Operated Only)	\$0	
4	Total Capitalized Labor & Tool Costs	\$236,745	
5	Total Estimated Capital Investment	\$1,321,416	\$0
	Sum of Line 1 through Line 4		
<u>Depreciable Net Capital Included in Rate Base</u>			
6	Total Allowed Capital Included in Rate Base in Current Year	Line 5 \$1,321,416	\$0
7	Retirements	Line 6 * 0% \$0	\$0
8	Net Depreciable Capital Included in Rate Base	Col (a) = Line 6 - Line 7; Col (b) = Prior Year Line 8 \$1,321,416	\$0
<u>Change in Net Capital Included in Rate Base</u>			
9	Capital Included in Rate Base	Line 5 \$1,321,416	\$0
10	Cost of Removal	\$0	\$0
11	Total Net Plant in Service Including Cost of Removal	Line 9 + Line 10 \$1,321,416	\$1,321,416
<u>Tax Depreciation</u>			
12	Vintage Year Tax Depreciation:		
13	2022 Spend	Page 12 of 17, Line 21 \$264,283	\$422,853
14	Cumulative Tax Depreciation	Previous Year Line 14 + Current Year Line 13 \$264,283	\$687,136
<u>Book Depreciation</u>			
15	Composite Book Depreciation Rate	As approved per R.I.P.U.C. Docket No. 4770 2.50%	2.50%
16	Book Depreciation	Col (a) = Line 1 * Line 15 * 50% \$2,084	\$4,168
17	Cumulative Book Depreciation	Previous Year Line 17 + Current Year Line 16 \$2,084	\$6,253
18	Composite Book Depreciation Rate	As approved per R.I.P.U.C. Docket No. 4770 5.00%	5.00%
19	Book Depreciation	Col (a) = Line 2 * Line 18 * 50% \$22,948	\$45,897
20	Cumulative Book Depreciation	Previous Year Line 20 + Current Year Line 19 \$22,948	\$68,845
21	Composite Book Depreciation Rate	As approved per R.I.P.U.C. Docket No. 4770 10.00%	10.00%
22	Book Depreciation	Col (a) = Line 3 * Line 21 * 50% \$0	\$0
23	Cumulative Book Depreciation	Previous Year Line 23 + Current Year Line 22 \$0	\$0
24	Composite Book Depreciation Rate	As approved per R.I.P.U.C. Docket No. 4770 2.50%	2.50%
25	Book Depreciation	Col (a) = Line 4 * Line 24 * 50% \$2,959	\$5,919
26	Cumulative Book Depreciation	Previous Year Line 26 + Current Year Line 25 \$2,959	\$8,878
27	Total Cumulative Book Depreciation	Line 17 + Line 20 + Line 23 + Line 26 \$27,992	\$83,976
<u>Deferred Tax Calculation:</u>			
28	Cumulative Book / Tax Timer	Line 14 - Line 27 \$236,291	\$603,160
29	Effective Tax Rate	21.00%	21.00%
30	Deferred Tax Reserve	Line 28 * Line 29 \$49,621	\$126,664
31	Less: FY 2022 Federal NOL	-	-
32	Net Deferred Tax Reserve	Sum of Lines 30 through 38 \$49,621	\$126,664
<u>Rate Base Calculation:</u>			
33	Cumulative Incremental Capital Included in Rate Base	Line 11 \$1,321,416	\$1,321,416
34	Accumulated Depreciation	- Line 27 (\$27,992)	(\$83,976)
35	Deferred Tax Reserve	- Line 32 (\$49,621)	(\$126,664)
36	Year End Rate Base	Sum of Lines 33 through 35 \$1,243,803	\$1,110,777
<u>Revenue Requirement Calculation:</u>			
37	Average Rate Base	Col (a) = Current Year Line 27 ÷ 2 \$621,902	\$1,177,290
38	Less: Proration Adjustment	Page 13 of 17 (\$2,130)	(\$3,307)
39	Average Rate Base adjusted for proration	Line 37 + Line 38 \$619,772	\$1,173,983
40	Pre-Tax ROR	8.23%	8.23%
41	Return and Taxes	Line 39 * Line 40 \$51,007	\$96,619
42	Book Depreciation	Line 16 + Line 19 + Line 22 + Line 25 \$27,992	\$55,984
43	Property Taxes	Yr 1 = 0, Yr 2 forward = Prior Yr (Line 8 + Line 34) * 3.176% \$0	\$41,079
44	Annual Revenue Requirement	Line 41 through Line 43 \$78,999	\$193,682

1/ Weighted Average Cost of Capital as file in R.I.P.U.C. Docket No. 4770, Schedule MAL-1-ELEC

	Ratio	Rate	Rate	Taxes	Return
Long Term Debt	48.35%	4.62%	2.23%	0.00%	2.23%
Short Term Debt	0.60%	1.76%	0.01%	0.00%	0.01%
Preferred Stock	0.10%	4.50%	0.00%	0.00%	0.00%
Common Equity	50.95%	9.28%	4.73%	1.26%	5.99%
	<u>100.00%</u>		<u>6.97%</u>	<u>1.26%</u>	<u>8.23%</u>

2/ Composite Mill Rate of 3.176% per Compliance Attachment 2, Schedule 7-ELEC

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Calculation of Tax Depreciation and Repairs Deduction on Rate Year 2021 Capital Investments
Electric Transportation Initiative

Line No.			RY3 Rate Years Ending August 31, <u>2021</u> (a)	RY4 <u>2022</u> (b)
	<u>Capital Repairs Deduction</u>			
1	Plant Additions	Page 11 of 17, Line 5	\$1,321,416	
2	Capital Repairs Deduction Rate	Per Tax Department	0.00%	
3	Capital Repairs Deduction	Line 1 * Line 2	\$0	
	<u>Bonus Depreciation</u>			
4	Plant Additions	Line 1	\$1,321,416	
5	Less Capital Repairs Deduction	Line 3	\$0	
6	Plant Additions Net of Capital Repairs Deduction	Line 4 - Line 5	\$1,321,416	
7	Percent of Plant Eligible for Bonus Depreciation	Per Tax Department	100.00%	
8	Plant Eligible for Bonus Depreciation	Line 6 * Line 7	\$1,321,416	
9	Bonus Depreciation Rate (April 2021 - December 2021)	0%	0.00%	
10	Bonus Depreciation Rate (January 2022 - Mar 2022)	0%	0.00%	
11	Total Bonus Depreciation Rate	Line 9 + Line 10	0.00%	
12	Bonus Depreciation	Line 8 * Line 11	\$0	
	<u>Remaining Tax Depreciation</u>			
13	Plant Additions	Line 1	\$1,321,416	
14	Less Capital Repairs Deduction	Line 3	\$0	
15	Less Bonus Depreciation	Line 12	\$0	
16	Remaining Plant Additions Subject to 5 YR MACRS Tax Depreciation	Line 13 - Line 14 - Line 15	\$1,321,416	\$1,321,416
17	5 YR MACRS Tax Depreciation Rates	Per IRS Publication 946	20.000%	32.000%
18	Remaining Tax Depreciation	Line 16 * Line 17	\$264,283	\$422,853
19	FY22 Loss incurred due to retirements	Per Tax Department	\$0	
20	Cost of Removal		\$0	
21	Total Tax Depreciation and Repairs Deduction	Sum of Lines 3, 12, 18, 19, and 20	\$264,283	\$422,853

**The Narragansett Electric Company
d/b/a National Grid
Revenue Requirement on Estimated Capital Investment 12 months ending August 31, 2022
Electric Transportation Initiative**

Line No.	Estimated Capital Investment	RY4 Rate Year Ending August 31, <u>2022</u> (a)
1	EDC Costs (Make-Ready)	\$584,858
2	Premise Work Costs (Make-Ready)	\$2,560,855
3	EVSE Costs (Utility-Operated Only)	\$0
4	Total Capitalized Labor & Tool Costs	<u>\$140,000</u>
5	Total Estimated Capital Investment	Sum of Line 1 through Line 4 1/ <u>\$3,285,713</u>
<u>Depreciable Net Capital Included in Rate Base</u>		
6	Total Allowed Capital Included in Rate Base in Current Year	Line 5 \$3,285,713
7	Retirements	Line 6 * 0% <u>\$0</u>
8	Net Depreciable Capital Included in Rate Base	Col (a) = Line 6 - Line 7; Col (b) = Prior Year Line 8 <u>\$3,285,713</u>
<u>Change in Net Capital Included in Rate Base</u>		
9	Capital Included in Rate Base	Line 5 \$3,285,713
10	Cost of Removal	\$0
11	Total Net Plant in Service Including Cost of Removal	Line 9 + Line 10 <u>\$3,285,713</u>
<u>Tax Depreciation</u>		
12	Vintage Year Tax Depreciation:	
13	2022 Spend	Page 15 of 17, Line 21 \$657,143
14	Cumulative Tax Depreciation	Previous Year Line 14 + Current Year Line 13 \$657,143
<u>Book Depreciation</u>		
15	Composite Book Depreciation Rate	As approved per R.I.P.U.C. Docket No. 4770 2.50%
16	Book Depreciation	Col (a) = Line 1 * Line 15 * 50% \$7,311
17	Cumulative Book Depreciation	Previous Year Line 17 + Current Year Line 16 \$7,311
18	Composite Book Depreciation Rate	As approved per R.I.P.U.C. Docket No. 4770 5.00%
19	Book Depreciation	Col (a) = Line 2 * Line 18 * 50% \$64,021
20	Cumulative Book Depreciation	Previous Year Line 20 + Current Year Line 19 \$64,021
21	Composite Book Depreciation Rate	As approved per R.I.P.U.C. Docket No. 4770 10.00%
22	Book Depreciation	Col (a) = Line 3 * Line 21 * 50% \$0
23	Cumulative Book Depreciation	Previous Year Line 23 + Current Year Line 22 \$0
24	Composite Book Depreciation Rate	As approved per R.I.P.U.C. Docket No. 4770 2.50%
25	Book Depreciation	Col (a) = Line 4 * Line 24 * 50% \$1,750
26	Cumulative Book Depreciation	Previous Year Line 26 + Current Year Line 25 \$1,750
27	Total Cumulative Book Depreciation	Line 17 + Line 20 + Line 23 + Line 26 <u>\$73,082</u>
<u>Deferred Tax Calculation:</u>		
28	Cumulative Book / Tax Timer	Line 14 - Line 27 \$584,061
29	Effective Tax Rate	<u>21.00%</u>
30	Deferred Tax Reserve	Line 28 * Line 29 \$122,653
31	Less: FY 2022 Federal NOL	<u>-</u>
32	Net Deferred Tax Reserve	Sum of Lines 30 through 38 <u>\$122,653</u>
<u>Rate Base Calculation:</u>		
33	Cumulative Incremental Capital Included in Rate Base	Line 11 \$3,285,713
34	Accumulated Depreciation	- Line 27 (\$73,082)
35	Deferred Tax Reserve	- Line 32 (\$122,653)
36	Year End Rate Base	Sum of Lines 33 through 35 <u>\$3,089,978</u>
<u>Revenue Requirement Calculation:</u>		
37	Average Rate Base	Col (a) = Current Year Line 27 ÷ 2 \$1,544,989
38	Less: Proration Adjustment	Page 16 of 17 <u>(\$5,265)</u>
39	Average Rate Base adjusted for proration	Line 37 + Line 38 \$1,539,724
40	Pre-Tax ROR	2/ <u>8.23%</u>
41	Return and Taxes	Line 39 * Line 40 \$126,719
42	Book Depreciation	Line 16 + Line 19 + Line 22 + Line 25 \$73,082
43	Property Taxes	Yr 1 = 0 \$0
44	Annual Revenue Requirement	Line 41 through Line 43 <u>\$199,801</u>

1/ Assumes all capital investment associated with RIPTA is placed into service by the end of RY4.
2/ Weighted Average Cost of Capital as file in R.I.P.U.C. Docket No. 4770, Schedule MAL-1-ELEC

	Ratio	Rate	Rate	Taxes	Return
Long Term Debt	48.35%	4.62%	2.23%	0.00%	2.23%
Short Term Debt	0.60%	1.76%	0.01%	0.00%	0.01%
Preferred Stock	0.10%	4.50%	0.00%	0.00%	0.00%
Common Equity	50.95%	9.28%	4.73%	1.26%	5.99%
	<u>100.00%</u>		<u>6.97%</u>	<u>1.26%</u>	<u>8.23%</u>

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Electric Transportation Initiative

Line No.		RY4 Rate Year Ending August 31, <u>2022</u> (a)
	<u>Capital Repairs Deduction</u>	
1	Plant Additions	Page 14 of 17 \$3,285,713
2	Capital Repairs Deduction Rate	Per Tax Department 0.00%
3	Capital Repairs Deduction	Line 1 * Line 2 <u>\$0</u>
	<u>Bonus Depreciation</u>	
4	Plant Additions	Line 1 \$3,285,713
5	Less Capital Repairs Deduction	Line 3 <u>\$0</u>
6	Plant Additions Net of Capital Repairs Deduction	Line 4 - Line 5 \$3,285,713
7	Percent of Plant Eligible for Bonus Depreciation	Per Tax Department <u>100.00%</u>
8	Plant Eligible for Bonus Depreciation	Line 6 * Line 7 \$3,285,713
9	Bonus Depreciation Rate (April 2021 - December 2021)	0% 0.00%
10	Bonus Depreciation Rate (January 2022 - Mar 2022)	0% <u>0.00%</u>
11	Total Bonus Depreciation Rate	Line 9 + Line 10 0.00%
12	Bonus Depreciation	Line 8 * Line 11 \$0
	<u>Remaining Tax Depreciation</u>	
13	Plant Additions	Line 1 \$3,285,713
14	Less Capital Repairs Deduction	Line 3 \$0
15	Less Bonus Depreciation	Line 12 <u>\$0</u>
16	Remaining Plant Additions Subject to 5 YR MACRS Tax Depreciation	Line 13 - Line 14 - Line 15 \$3,285,713
17	5 YR MACRS Tax Depreciation Rates	Per IRS Publication 946 <u>20.000%</u>
18	Remaining Tax Depreciation	Line 16 * Line 17 \$657,143
19	FY22 Loss incurred due to retirements	Per Tax Department \$0
20	Cost of Removal	\$0
21	Total Tax Depreciation and Repairs Deduction	Sum of Lines 3, 12, 18, 19, and 20 <u><u>\$657,143</u></u>

The Narragansett Electric Company
d/b/a National Grid
Summary of ETI Program Spending
Electric Transportation Initiative

1-6 Please forecast the Section 20.b.1 deferral through the end of Rate Year 3 by category.

	(a)	(b)	(c)	(d)=(a)+(b)+(c)	(e)
	RY1 (ACTUAL)	RY2 (ACTUAL)	RY3 Actual + RY3 Projected + RY3 Commitments	RY1-3 Totals	RY 1-3 BUDGET
OPEX					
1 Off-peak Charging Rebate	\$218,763	\$178,209	\$162,541	\$559,513	\$ 538,231
2 Discount Pilot for DC Fast Charging	\$13,413	\$21,694	\$ 23,000	\$58,107	\$ 538,760
3 Customer Fleet Advisory Services	\$51,050	\$88,659	\$ 70,291	\$210,000	\$ 210,000
4 Charging Demonstration	\$66,118	\$597,437	\$ 486,483	\$1,150,038	\$ 1,842,328
5 Initiative Evaluation	\$6,775	\$63,461	\$ 96,124	\$166,360	\$ 90,000
6 TOTAL OPEX	\$356,119	\$949,460	\$ 838,439	\$2,144,018	\$ 3,219,319
CAPEX					
8 Charging Demonstration	\$75,204	\$1,711,110	\$ 2,185,129	\$3,971,443	\$ 5,506,259
9 TOTAL CAPEX	\$75,204	\$1,711,110	\$ 2,185,129	\$3,971,443	\$ 5,506,259
10 TOTAL OPEX and CAPEX	\$ 431,323	\$ 2,660,570	\$ 3,023,568	\$6,115,461	\$ 8,725,578

1-7 Please forecast the size of the Section 20.b.1 deferral by category through the end of Rate Year 4, assuming RIPTA signs up, but no other customer signs up (assuming the DCFC discount rate allowance for Rate Year 3 remains in base distribution rates for Rate Year 4).

	(f)	(g)	(h)	(i)	(j)= Sum of (f) - (i)	(k)
	RY1 (ACTUAL)	RY2 (ACTUAL)	RY3 Actual + RY3 Projected + RY3 Commitments	RY4 Projection (assuming RIPTA signs up)	RY1-4 Totals	RY 4 BUDGET
OPEX						
11 Off-peak Charging Rebate	\$218,763	\$178,209	\$162,541	\$118,000	\$677,513	\$ 246,000
12 Discount Pilot for DC Fast Charging	\$13,413	\$21,694	\$23,000	\$33,450	\$91,557	\$ 264,000
13 Customer Fleet Advisory Services	\$51,050	\$88,659	\$70,291	\$100,000	\$310,000	\$ 100,000
14 Charging Demonstration	\$66,118	\$597,437	\$486,483	\$767,000	\$1,917,038	\$ 882,516
15 Initiative Evaluation	\$6,775	\$63,461	\$96,124	\$72,830	\$239,190	\$ 30,000
16 TOTAL OPEX	\$356,119	\$949,460	\$838,439	\$1,091,280	\$3,235,298	\$ 1,522,516
17 CAPEX			\$0		\$0	
18 Charging Demonstration	\$75,204	\$1,711,110	\$2,185,129	\$2,422,000	\$6,393,443	\$ 3,049,870
19 TOTAL CAPEX	\$75,204	\$1,711,110	\$2,185,129	\$2,422,000	\$6,393,443	\$ 3,049,870
			\$0		\$0	
20 TOTAL OPEX and CAPEX	\$431,323	\$2,660,570	\$3,023,568	\$3,513,280	\$9,628,741	\$ 4,572,386

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1-8

Request:

The Rate Year 2 ETI Annual Report includes a table on page 11. Please update the Rate Year 3 projections for the DCFC Segment.

Response:

Please see below for the updated Rate Year 2 ETI Annual Report table for the DCFC Segment. As detailed in the Rate Year 2 ETI Annual Report, the table reflects a projection of projects that are expected to be committed and/or activated in RY3.

DCFC Segment	Segment Port Targets	RY1 Activated	RY2 Activated	RY3 Approved/Projected
Municipal school buses	3	-	-	3
Other heavy-duty (port, airport)	8	-	-	0
Rideshare company hub	5	-	-	0
Public transit buses	10	-	-	10
Public DCFC	20	-	3	17

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1-9

Request:

The pending tariff advice filing references intent by RIPTA to enroll in the DCFC Discount Pilot. Please indicate the date on which the Company expects RIPTA to enroll.

Response:

The Company has been in continued conversations with RIPTA regarding the electrification of their public transit buses and enrollment in the DCFC Discount Pilot. It is the Company's understanding that RIPTA is planning to install two groups of stations: the first group of DCFC stations in December 2021 and would enroll these stations in the DCFC Discount Pilot shortly after they are energized; and the second group of DCFC stations is planned to be installed in Spring 2022 and be enrolled in the DCFC Discount Pilot shortly after they are energized.

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1-10

Request:

Please provide the projected annual spending for the RIPTA demand charge discount.

Response:

Please see the Company’s response to Data Request 1-9 for the estimated schedule in which RIPTA will be installing their stations. The projected annual spending for the first group of stations is shown in the below table:

RIPTA Location 1				
Rate Year	RY4	RY5	RY6	RY7
Calendar Year	Sept 21-Aug 22	Sept 22-Aug 23	Sept 23-Aug 24	Sept 24-Aug 25
DCFC Discount Amount	\$2,676.00	\$4,014.00	\$4,014.00	\$1,338.00

The above projections, assumes (5) 50kW stations are installed and energized by January 2022, the site averages 250 kW per month, the site is placed on a G-32 rate and the distribution demand rate is \$6.69/kW.

The projected annual spending for the second group of stations is shown in the below table:

RIPTA Location 2				
Rate Year	RY4	RY5	RY6	RY7
Calendar Year	Sept 21-Aug 22	Sept 22-Aug 23	Sept 23-Aug 24	Sept 24-Aug 25
DCFC Discount Amount	\$30,774.00	\$92,322.00	\$92,322.00	\$61,548.00

The above projections, assumes (4) 450kW stations are installed and energized by May 2022 (3 used concurrently), the site averages 1350 kW per month, the site is placed on a G-32 rate and the distribution demand rate is \$6.69/kW

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1-11

Request:

Please provide the projected spending that will be provided to RIPTA (and any other public entity) through each of the electric transportation initiatives through Rate Year 3 and “Rate Year 4.”

Response:

The projected spending that will be provided to RIPTA and other public entities through each of the electric transportation initiatives through Rate Year 3 and Rate Year 4 is shown below:

Electric Transportation Initiatives	RY1-3	RY4
Charging Station Demonstration Program	\$1,812,656	\$435,750
Discount Pilot for DCFC Station Accounts	\$0	\$33,450
Fleet Advisory Services	\$90,400	\$25,000
Off-Peak Charging Rebate Pilot	N/A	N/A

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1-12

Request:

Please explain the primary reason(s) for the lack of enrollment in the DCFC discount pilot.

Response:

The primary reason for the lack of enrollment in the DCFC discount pilot is due to customer’s with DCFC stations being placed on rate not eligible for the pilot program. Based on a review of the DCFC stations installed that the Company has visibility to, all but two have been placed on the C-06 rate based on anticipation utilization rates. Please see Data Request 1-17 for a list of installed and activated DCFC stations. The C-06 is not eligible for the DCFC discount pilot program. The other five DCFC sites were placed on the C-06 service rate due to the customers’ anticipated low station utilization as it was more cost effective for these customers to be on a volumetric delivery rate to avoid transmission and G-32 fixed monthly costs. Increased anticipation of station utilization and placement of customers on either the G-02 or G-32 rates will increase eligibility for the DCFC discount pilot.

In Rate Year 3, Site hosts that installed and activated DCFC stations expressed interest in enrolling in the DCFC discount pilot program, but their enrollment is pending this tariff advice filing. It is anticipated in Rate Year 4 that RIPTA will apply to the DCFC discount pilot when their DCFC stations are installed and activated

Request:

The original filing proposed to offer a time-limited discount for DCFC stations to “encourage the development of these stations, which may be prohibitively expensive to operate otherwise during the early phase of EV market growth because of relatively low station utilization levels and demand-based delivery charges. By lowering the operating cost of DC Fast Charging stations, the Company expects to increase the number of these stations operated by third-parties in Rhode Island” (Docket No. 4780, Ch 5 at 108). Mr. LeBel concurred, stating, “demand charges can serve as a major barrier for EV charging, particularly DC fast charging applications with a high power draw for short periods of time” (Docket 4780 LeBel Test. at 37). Mr. Jester stated, “demand charges have especially challenged the economics of operating DCFC equipment, given that these stations frequently have high throughput (>50 kW) and at current levels of EV adoption, they also have low, unpredictable usage rates.” Mr. Jester continued, “Indeed, DCFC equipment does not operate much like the commercial and industrial facilities for which demand charges were originally designed and may dissuade site hosts from operating stations at locations that benefit traveling drivers” (Docket 4780 Jester Test. at 74).

- a. If the Company still supports this position, please provide evidence of the continued validity of these statements.

Response:

- a. The Company continues to support this position based on the following:
 1. The pilot can lower operating costs: As reported in the Rate Year 1 Evaluation Report (page 26), the DCFC Discount Pilot helps to alleviate demand charges. The Company estimates \$0.03/kWh reduction in average operating costs for the current pilot participant.
 2. The DCFC Discount Pilot may support future DCFC station development: As reported in the Rate Year 1 Evaluation Report (page 26), the pilot may help influence future infrastructure development as it may assist in prioritizing future DCFC station development in Rhode Island.
 3. DCFC site hosts are interested in enrolling in the DCFC Discount Pilot: Two site hosts with DCFC stations activated in Rate Year 3 who are on an eligible rate (Rate G-02) are

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interested in enrolling in the DCFC Discount Pilot, but their enrollment is pending approval of this tariff advice filing. Both site hosts expressed interest in the DCFC Discount Pilot when they approached the Company to install their DCFC stations.

4. The DCFC Discount Pilot supports future programs to address the barrier of demand charges for EV charging: As more DCFC stations are installed in Rate Years 3 and 4, the Company will continue to analyze how the pilot benefits site hosts and apply those learnings to potential future programs and rates that further address the barrier of demand charges for EV charging.

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1-14

Request:

Please explain why the Company thinks the pilot is worth continuing beyond enrollment in Rate Year 3 when there has been so little interest in the program to date.

Response:

Please see the Company's response to Data Request 1-13 for the reasons the Company thinks the pilot is worth continuing enrollment beyond Rate Year 3.

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1-15

Request:

Section 17.a.v of the Amended Settlement Agreement includes the following requirement: an explanation of the effectiveness of the Discount Pilot for DCFC Station Accounts, accounting for free-ridership and spillover effects and an evaluation of the effectiveness of [the DCFC discount pilot] in stimulating consumer adoption of electric vehicles, including an understanding of the effectiveness of the type and level of incentive. Please explain why the Company did not address these items.

Response:

The Company was unable to address these items in its RY2 Electric Transportation Initiative (ETI) Annual Report due to the lack of enrollment in the DCFC Discount Pilot. The Pilot has one participant enrolled to date and is an existing DCFC site. The Company plans to address these items to the extent possible in its ET Annual Report.

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1-16

Request:

Does the Company agree that the Amended Settlement Agreement provides for a phase-out of the discount during “rate years” 4, 5, and 6 as part of the next multi-year rate plan?” Does the Company agree that “Rate Year 4” commences on September 1, 2021?

Response:

Yes, the Company agrees that the Amended Settlement Agreement provides for a phase-out of the discount during “rate years” 4, 5, and 6 as part of the next multi-year rate plan. Yes, the Company agrees that Rate Year 4 commences on September 1, 2021 and ends on August 31, 2022.

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1-17

Request:

The Rate Year 2 ETI Annual Report states the following: “Some of the stations that were activated in RY2 were placed on the non-demand C-06 rate, making them ineligible for the demand discount. Based on this customer’s usage, the nondemand rate is more cost effective as it lowers their overall electric bill, thereby allowing these site hosts to offer a competitive \$/kwh charge to EV drivers.”

- a. Please provide a listing of all activated DCFC stations and the rate class under which the customer is being charged.
- b. Please indicate whether there may be DCFC stations to which the Company does not have visibility.
- c. Are any DCFC stations paired with storage?

Response:

a.

Customer	Rate Class
Tesla	G-32
Electrify America	C-06
State of RI	C-06
State of RI	C-06
Harley Davidson	C-06
Town of Barrington	C-06
Pick and Pay	G-02

Only Tesla is currently enrolled in the Company’s DCFC Discount Pilot. Both Tesla and Electrify America were customers with existing DCFC sites with the remaining customers participating in the Company’s Charging Demonstration Program. Although Pick and Pay may qualify based on its rate class they are not enrolled pending this tariff advice filing.

- b. The Company would not have visibility to DCFC stations at a customer’s facility if the stations are powered by the customer’s existing service and the customer does not notify the Company of the new load. In addition, these sites would not have participated in the Company’s Charging Demonstration Program. The Company would have visibility to

The Narragansett Electric Company
d/b/a National Grid
RIPUC Docket No. 4770
IN RE: The Narragansett Electric Company
d/b/a National Grid – Electric and Gas
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Responses to Commission's First Set of Data Requests
Issued on July 9, 2021

DCFC stations installed where the customer requires new or upgraded service to power the stations.

- c. The Company is aware of one DCFC site owned by TESLA that is in the process of being paired with behind-the-meter storage as detailed in the Amended Settlement Agreement 17.d Energy Storage Demonstration, page 62. This project is currently undergoing an interconnection study which is expected to be completed in Quarter 3 2021.