STATE OF NORTH CAROLINA
UTILITIES COMMISSION
RALEIGH

DOCKET NO. E-22, SUB 589

BEFORE THE NORTH CAROLINA UTILITIES COMMISSION

In the Matter of		
Application by Virginia Electric and Power Company, d/b/a Dominion Energy North Carolina, for Approval of Demand-Side Management and Energy Efficiency Cost Recovery Rider under N.C. Gen. Stat. § 62-133.9 and Commission Rule R8-69	)	ORDER APPROVING DSM/EE RIDER AND REQUIRING FILING OF PROPOSED CUSTOMER NOTICE

HEARD: Thursday, November 17, 2020, in Commission Hearing Room 2115, Dobbs Building, 430 North Salisbury Street, Raleigh, North Carolina (Public Witness hearing, Hearing Officer Heather Fennel, Presiding)

BEFORE: Commissioner ToNola D. Brown-Bland, Presiding; Chair Charlotte A. Mitchell; Commissioners Lyons Gray, Daniel G. Clodfelter, Kimberly W. Duffley, Jeffrey Hughes, and Floyd B. McKissick, Jr.

APPEARANCES:

For Dominion Energy North Carolina:

Mary Lynne Grigg, E. Brett Breitschwerdt, Kristin M. Athens, McGuireWoods, LLP, 501 Fayetteville Street, Suite 500, Raleigh, North Carolina 27601

For the Carolina Industrial Group for Fair Utility Rates I:

Christina D. Cress, Bailey & Dixon, LLP, Post Office Box 1351, Raleigh, North Carolina 27602

For the Public Staff:

John D. Little and Nadia L. Luhr, Staff Attorneys, Public Staff – North Carolina Utilities Commission, 4326 Mail Service Center, Raleigh, North Carolina 27699-4300

BY THE COMMISSION: N.C. Gen. Stat. § 62-133.9(d) authorizes the North Carolina Utilities Commission (Commission) to approve an annual rider to the rates of electric utilities to recover all reasonable and prudent costs incurred for the adoption and implementation of new demand-side management and energy efficiency (DSM/EE) programs. In accordance with Commission Rule R8-69(b), such rider consists of the utility's reasonable and appropriate estimate of expenses expected to be incurred during the rate period and a DSM/EE experience modification factor (DSM/EE EMF) rider to collect or refund the difference between the utility's actual reasonable and prudent costs incurred during the test period and actual revenues realized during the test period under the DSM/EE rider then in effect. The Commission is also authorized to award incentives to electric utilities for adopting and implementing new DSM/EE programs, including appropriate rewards based on the sharing of savings achieved by the programs. These utility incentives are added to the utility's reasonable and appropriate estimate of expenses expected to be incurred during the rate period and DSM/EE EMF riders described above.

Further, Commission Rule R8-69(b) provides that the Commission will each year conduct a proceeding for each electric utility to establish an annual DSM/EE rider to recover DSM/EE related costs and utility incentives. Commission Rule R8-69(e) provides that the annual DSM/EE cost recovery rider hearing for each public utility will be scheduled as soon as practicable after the annual fuel and fuel-related charge adjustment proceeding held by the Commission for the electric public utility under Commission Rule R8-55.

On August 11, 2020, Virginia Electric and Power Company, d/b/a Dominion Energy North Carolina (DENC or the Company), filed in this docket its Application for Approval of Cost Recovery for Demand-Side Management and Energy Efficiency Measures (Application), seeking approval of new DSM/EE rider rates to recover the Company's reasonable and prudent DSM/EE costs, common costs, taxes, net lost revenues (NLR), and a DSM/EE Portfolio Performance Incentive.

Pertinent Proceedings in Prior Dockets

On October 14, 2011, in Docket No. E-22, Sub 464, the Commission issued its Order Approving Agreement and Stipulation of Settlement, Approving DSM/EE Rider, and Requiring Compliance Filing (2010 Cost Recovery Order). In the 2010 Cost Recovery Order, the Commission approved the Agreement and Stipulation of Settlement between the Public Staff and the Company (Stipulation), filed on March 2, 2011, as well as the Cost Recovery and Incentive Mechanism (Mechanism), attached as Stipulation Exhibit 1 to the Stipulation (collectively, Stipulation and Mechanism).

On December 13, 2011, in Docket No. E-22, Sub 473, the Commission issued its Order Approving DSM/EE Rider and Requiring Customer Notice in DENC's 2011 DSM/EE cost recovery proceeding (2011 Cost Recovery Order). The 2011 Cost Recovery Order also approved a first Addendum to the Stipulation and Mechanism (Addendum I) related to jurisdictional allocation of DSM/EE costs. Addendum I was then incorporated as part of the Stipulation and Mechanism.

On April 29, 2013, in Docket No. E-22, Sub 486, the Commission issued its Order Granting Conditional Approval of Cost Assignment Proposal that approved a cost assignment methodology for allocating 100% of the incremental costs of DENC's prospective North Carolina-only Commercial Lighting Program and HVAC Upgrade Program to the North Carolina retail jurisdiction. On December 18, 2013, in Docket No. E-22, Sub 494, the Commission approved this cost assignment methodology for programs offered only in North Carolina as the second Addendum to the Stipulation and Mechanism (Addendum II). Addendum II was then incorporated as part of the Stipulation and Mechanism.

On May 7, 2015, in Docket No. E-22, Sub 464, the Commission issued its Order Approving Revised Cost Recovery and Incentive Mechanism and Granting Waiver (Order on Revised Mechanism). The Order on Revised Mechanism approved an updated Cost Recovery and Incentive Mechanism for Demand-Side Management and Energy Efficiency Programs (Revised Mechanism). The Revised Mechanism is effective for projected DSM/EE costs and utility incentives on and after January 1, 2016, and for true-up of DSM/EE costs and utility incentives for the period beginning July 1, 2014, through December 31, 2014, and on a lagging calendar year basis thereafter. The Revised Mechanism replaced the similar Mechanism that had been in effect since 2011. However, it also contained a provision stating that beginning with 2017, DENC would switch the calculation of the bonus utility incentive approved for inclusion in its DSM/EE and DSM/EE EMF riders from a Program Performance Incentive to a Portfolio Performance Incentive (PPI).

On May 22, 2017, in Docket No. E-22, Sub 464, the Commission issued its Order Approving Revised Cost Recovery and Incentive Mechanism (2017 Mechanism), which implemented the change to the PPI. The 2017 Mechanism became effective as of May 22, 2017, for projected costs and utility incentives beginning January 1, 2018, and for true-ups of costs and utility incentives beginning January 1, 2017, and is used in this proceeding to calculate the Rider C billing rates related to DSM and EE measures projected to be installed or implemented for Vintage Year 2021 as well as the EMF true-up for DSM and EE measures installed or implemented during Vintage Year 2019.

The Commission most recently approved DENC's recovery of its reasonable and prudent DSM/EE costs and utility incentives by Order issued on January 17, 2020, and amended on February 17, 2020, in Docket No. E-22, Sub 577 (2020 Order).

Proceedings in the Present Docket

DENC's current Application includes the direct testimony of Michael T. Hubbard, and the direct testimonies and exhibits of Deanna R. Kesler, Jarvis E. Bates, Elizabeth B. Lecky, Robert E. Miller, and Casey R. Lawson. In summary, DENC's Application seeks recovery of DENC's reasonable and appropriate estimate of expenses and utility incentives expected to be incurred during the rate period (Rider C) and a DSM/EE EMF rider (Rider CE) to collect or refund the difference between DENC's actual reasonable and prudent costs and utility incentives earned during the test period and actual revenues realized during the test period under the DSM/EE rider then in effect.

On August 12, 2020, DENC filed a Corrected Company Exhibit REM-1, Schedule 3, Page 1.

On September 14, 2020, the Commission issued an Order Scheduling Hearing, Requiring Filing of Testimony, Establishing Discovery Guidelines, and Requiring Public Notice (Scheduling Order). Pursuant to the Scheduling Order, the Commission established deadlines for the filing of petitions to intervene, intervenor testimony and exhibits, and Company rebuttal testimony and exhibits, and also required DENC to publish customer notice. The Commission's Scheduling Order specifically scheduled a remote hearing to be held by Webex on Tuesday, November 17, 2020.

The intervention and participation in this docket by the Public Staff is recognized pursuant to N.C.G.S. § 62-15(d) and Commission Rule R1-19(e). On October 22, 2020, Carolina Industrial Group for Fair Utility Rates I (CIGFUR) filed a Petition to Intervene, which was granted by the Commission on October 26, 2020.

Also on October 26, 2020, DENC, the Public Staff, and CIGFUR filed letters consenting to hearing by remote means. In addition, the Public Staff filed the testimony of David M. Williamson, Michael C. Maness, and John R. Hinton.

On November 4, 2020, DENC filed an Affidavit of Publication indicating that it had provided notice of hearing in newspapers of general circulation. Also on November 4, 2020, DENC filed a letter in lieu of rebuttal testimony accepting the recommendations of the Public Staff.

On November 10, 2020, DENC and the Public Staff filed a Joint Motion to Excuse Witnesses from appearing at the November 17, 2020 expert witness hearing, stating that they had reached agreement on all issues in this docket, and that all parties had agreed to waive cross-examination of each other's witnesses.

On November 13, 2020, the Commission issued its Order Excusing Expert Witnesses, Accepting Testimony, Canceling Expert Witness Hearing, and Requiring Filing of Proposed Orders. In the Order, the Commission found good cause to excuse all DENC and Public Staff witnesses from testifying at the expert witness hearing, to receive the witnesses' prefiled testimony and exhibits into evidence, and to cancel the expert witness hearing scheduled for November 17, 2020.

On December 17, 2020, the Public Staff filed a letter with the Commission documenting the completion of its review of 2019 DSM/EE program costs.

On December 17, 2020, DENC and the Public Staff filed a Joint Proposed Order.

Based upon DENC's application, the testimony and exhibits received into evidence, and the record as a whole, the Commission makes the following:

FINDINGS OF FACT

1. Virginia Electric and Power Company (VEPCO) operates in the State of North Carolina as DENC. DENC is engaged in the business of generating, transmitting, distributing, and selling electric power and energy to the public for compensation in North Carolina, and is subject to the jurisdiction of the North Carolina Utilities Commission as a public utility.

2. DENC is lawfully before the Commission based upon its Application filed pursuant to N.C. Gen. Stat. § 62-133.9 and Commission Rule R8-69.

3. Pursuant to the 2017 Mechanism, the test period for purposes of this proceeding is the 12-month period of January 1, 2019 through December 31, 2019.

4. The rate period for purposes of this proceeding is the 12-month period of February 1, 2021 through January 31, 2022.

5. DENC has requested rate period recovery of costs and utility incentives (NLR and PPI) related to the following previously approved DSM/EE programs: (a) the Phase I DSM/EE Program: Residential Air Conditioner Cycling Program; (b) the Phase III DSM/EE Programs: Non-Residential Lighting Systems and Controls Program, Non-residential Heating and Cooling Efficiency Program, and Non-residential Window Film Program; (c) the Phase IV Income and Age Qualifying Home Improvement Program; (d) the Phase V Non-Residential Small Business Improvement Program; (e) the NC-only Residential Retail LED Lighting Program; (f) the Phase VI Non-residential Prescriptive Program, and (g) the Phase VII Programs: Non-residential Heating and Cooling Efficiency Program, Non-residential Lighting Systems & Controls Program, Non-residential Window Film Program, Non-residential Office Program, Non-residential Small Manufacturing Program, Residential Appliance Recycling Program, Residential Home Energy Assessment Program, and Residential Efficient Products Marketplace Program.

6. In addition, DENC has requested test period recovery of costs and utility incentives related to the following approved DSM/EE Programs: Air Conditioner Cycling Program, Residential Lighting Program, North Carolina-only Residential Low Income Program, Commercial HVAC Upgrade Program, Commercial Lighting Program, Residential Heat Pump Tune-up Program, Residential Heat Pump Upgrade Program, Residential Duct Testing & Sealing Program, Residential Home Energy Check-up Program, Non-residential Duct Testing & Sealing Program, Non-residential Energy Audit Program, Non-residential Lighting Systems and Controls Program, Non-residential Heating & Cooling Efficiency Program, Non-residential Window Film Program, Residential Income & Age Qualifying Home Improvement Program, Commercial Small Business Improvement Program, Residential LED Program, and the Non-residential Prescriptive Program.

7. Recovery of DENC's forecasted DSM/EE program costs, common costs, NLR, and PPI, as well as the true-up of DENC's test period DSM/EE program costs, common costs, NLR, and PPI, is subject to the terms of the 2017 Mechanism. DENC should be allowed to recover its projected rate period and actual test period costs and utility incentives associated with offering each of its approved programs as requested in its Application. The requested cost recovery of program costs, common costs, NLR, and PPI is reasonable and consistent with the 2017 Mechanism previously approved by the Commission.

8. DENC is not seeking recovery of projected period NLR in Rider C, and its request to true up NLR in Rider CE in future proceedings is reasonable.

9. DENC's proposed North Carolina retail DSM/EE Rider C rate period revenue requirement of $2,567,620, consisting of DSM/EE program costs, common costs, and a PPI, is reasonable.

10. For purposes of determining its DSM/EE EMF, Rider CE, DENC's reasonable and prudent North Carolina retail total revenue requirement for the DSM/EE EMF test period, consisting of DSM/EE program costs, common costs, and utility incentives, as reduced by Rider C revenues collected for the test year, is a net under recovery of $467,202.

11. Rider C as proposed in the Application is reasonable and appropriate, and consists of the following incremental customer class billing factors, including the North Carolina regulatory fee: Residential – 0.0926 ¢/kWh; Small General Service and Public Authority – 0.0960 ¢/kilowatt hour (kWh); Large General Service – 0.0739 ¢/kWh; and no charge for 6VP, NS, Outdoor Lighting, and Traffic Lighting. It is reasonable and appropriate for Rider C to become effective for usage on and after February 1, 2021.

12. Rider CE as proposed in the Application and corrected schedules filed by DENC is reasonable and appropriate, and consists of the following incremental customer class billing factors, including the North Carolina regulatory fee: Residential – 0.0125 ¢/kWh; Small General Service and Public Authority – 0.0238 ¢/kWh; Large General Service – 0.0183 ¢/kWh; and no charge for 6VP, NS, Outdoor Lighting, and Traffic Lighting. It is reasonable and appropriate for Rider CE to become effective for usage on and after February 1, 2021.

13. DENC requested the recovery of NLR in the amount of $1,019,113 and PPI in the amount of $342,073 for the test period, and a projected PPI of $316,512, but no NLR, for the rate period. DENC's calculation and proposed recovery of NLR and a PPI is consistent with the 2017 Mechanism, and is appropriate for recovery in this proceeding.

14. The jurisdictional and customer class cost allocations for Rider C and Rider CE included in the testimony and exhibits of Company witness Miller are acceptable for purposes of this proceeding and are consistent with the 2017 Mechanism.

15. DENC satisfactorily explained its Company sponsorship and consumer education and awareness activities and the volume of activity associated with such initiatives during the test period, as directed by the Commission in its final order issued in the Company's 2016 DSM/EE cost recovery proceeding. It is appropriate for DENC to continue to provide such information to the Commission in future rider proceedings.

16. The evaluation, measurement, and verification (EM&V) analyses and reports prepared by DENC are reasonable for purposes of this proceeding. The EM&V data provided by DENC and reviewed by the Public Staff for vintage year 2019 and earlier vintages are sufficient to consider those vintage years complete for all programs operating in those years.

EVIDENCE AND CONCLUSIONS FOR FINDINGS OF FACT NOS. 1-4

These findings of fact are essentially informational, procedural, and jurisdictional in nature and are uncontroverted. The test period used by DENC is consistent with the 2017 Mechanism approved by the Commission in Docket No. E-22, Sub 464, and with Commission Rule R8-69. In addition, the February 1, 2021 through January 31, 2022 rate period proposed by DENC is consistent with the Commission's Order Approving DSM/EE Rider and Requiring Filing of Proposed Customer Notice in Docket No. E-22, Sub 556 (January 10, 2019).

EVIDENCE AND CONCLUSIONS FOR FINDINGS OF FACT NOS. 5-8

The evidence for these findings of fact is contained in DENC's Application, the direct testimony and exhibits of Company witnesses Hubbard, Kesler, Bates, and Lecky, and the testimony of Public Staff witnesses Maness and Williamson.

Company witness Lecky testified that she included in the Rider C (rate period) revenue requirement certain projected costs associated with: (a) the previously-approved Phase I Air Conditioner Cycling Program; (b) the previously-approved Phase IV Residential Income and Age Qualifying Home Improvement Program; (c) the previously-approved Phase V Small Business Improvement Program; (d) the previously-approved Residential Retail LED Lighting Program; (e) the previously-approved Phase VI Non-Residential Prescriptive Program; and (f) the previously-approved Phase VII Programs: Residential Appliance Recycling Program, Residential Efficient Products Marketplace Program, Residential Home Energy Assessment Program, Non-Residential Lighting Systems & Controls Program, Non-Residential Heating and Cooling Efficiency Program, Non-Residential Window Film Program, Non-Residential Small Manufacturing Program, and Non-Residential Office Program. Witness Lecky also testified that she incorporated the projected PPI amounts provided by Company witness Bates in his development of the Rider C revenue requirement.

Company witness Lecky further testified that the Rider CE revenue requirement in the present case includes true-ups for the Phase I, Phase III, Phase IV, Phase V, and

Phase VI Programs, and the Residential Retail LED Lighting Program during the January 1, 2019 to December 31, 2019 test period, incorporating actual costs, NLR, and PPI.

Company witness Bates identified and explained the nature of common costs incurred to support DSM/EE programs generally, but not tied to specific programs.

Public Staff witness Williamson concurred with the programs listed by DENC for cost and incentive recovery in this proceeding.

Company witness Kesler presented testimony and exhibits setting forth the Company's estimated Utility Cost Test (UCT) and Total Resource Cost (TRC) test results for vintage year 2021 for the active DSM and EE programs that are not subject to closure or suspension. She explained that because the Company's system for modeling projected costs and benefits is based on the calendar year, she applied the projected costs for calendar year 2021 to the proposed February 1, 2021 – January 31, 2022 rate period.

Company witness Hubbard also testified that DENC has not projected NLR for the rate period, consistent with its approach in the DSM/EE cost recovery riders since 2014. He proposed to true-up NLR in future proceedings. Witness Hubbard also stated that the Company had not identified any found revenues. The Commission finds both the DENC approach to recovery of NLR and the lack of found revenues to be reasonable based on the evidence in this proceeding.

Consistent with the Commission's previous orders approving DENC's DSM/EE programs and the evidence in the record, the Commission finds and concludes that DENC should be allowed to recover its projected rate period and actual test period costs and utility incentives (NLR and PPI) associated with offering each of its approved Programs as requested in its Application and its testimony and exhibits. The Commission also finds and concludes that the requested cost recovery of program costs, common costs, NLR, and PPI is consistent with the 2017 Mechanism previously approved by the Commission. Further, the Commission finds and concludes that DENC's request to true-up NLR and PPI in Rider CE in future proceedings is reasonable.

EVIDENCE AND CONCLUSIONS FOR FINDINGS OF FACT NOS. 9-14

The evidence for these findings of fact is contained in the Company's Application; the direct testimony and exhibits of Company witnesses Hubbard, Kesler, Lecky, Bates, Miller, and Lawson; and the testimony of Public Staff witnesses Maness, Williamson, and Hinton.

Company witness Bates calculated the system-wide program and common costs for the DSM/EE programs in the rate period and in the test period. He also calculated the PPI for each program.

Company witness Miller allocated the common costs among the DSM/EE programs. He then allocated a share of the system-wide program costs (including common costs as allocated to the individual programs) to the North Carolina retail jurisdiction. Pursuant to the 2017 Mechanism, DSM costs were allocated on the basis of the Company's coincident peak, and EE costs were allocated on the basis of energy. Finally, witness Miller allocated the North Carolina retail jurisdictional costs among the North Carolina retail customer classes pursuant to the methodology set out in the 2017 Mechanism.

Company witness Lecky used the operating expenses, capital costs, and PPI, as provided by witness Bates and allocated jurisdictionally by witness Miller, to develop a rate period revenue requirement for Rider C. She indicated the Company was not requesting any projected NLR amount be included in Rider C for recovery during the rate period. For capital costs, she used a 7.15% depreciation rate from the Company's most recent depreciation study, and used the 9.75% rate of return on common equity as approved in the Company's most recent general rate case on February 24, 2020, in Docket No. E-22, Sub 562.

Likewise, witness Lecky developed the test period true-up revenue requirement for Rider CE by comparing the test period actual revenues, received from the Company's accounting department, with the test period costs, NLR, and PPI, as provided by witness Bates and allocated jurisdictionally by witness Miller. For Rider CE, she determined the amount of NLR by using the applicable non-fuel base rates provided by witness Lawson, and the jurisdictional energy savings as provided by witness Kesler, and then excluding lost revenues (1) outside the 36-month window established in the 2017 Mechanism, and (2) already recognized through non-fuel base rates. Further, she determined the carrying costs on deferrals and the financing costs on any over- or under-recoveries.

Public Staff witness Maness testified that his investigation of DENC's filing in this proceeding focused on determining whether the proposed DSM/EE and DSM/EE EMF billing rates were calculated in accordance with the 2017 Mechanism, and otherwise adhered to sound ratemaking concepts and principles. He stated that among the other procedures performed by the Public Staff, the investigation included a review of the actual DSM/EE program costs incurred by DENC during the 12-month period ended December 31, 2019, through the selection and review of a sample of source documentation for test year costs for which the Company seeks recovery. This process was intended to test whether the actual costs included by the Company in the DSM/EE billing rates are either valid costs of approved DSM and EE programs or administrative (common) costs supporting those programs. Witness Maness concluded that the Company had generally calculated its proposed DSM/EE billing rates (included in Rider C) and DSM/EE EMF billing rates (included in Rider CE) in a manner consistent with N.C.G.S. § 62-133.9, Commission Rule R8-69, and the 2017 Mechanism. On December 17, 2020, the Public Staff filed a letter with the Commission documenting the completion of its review of 2019 DSM/EE program costs, and explained that overall the Company had done a good job of preventing inappropriate costs from being recorded as

DSM/EE program costs. The Public Staff found no errors or other issues necessitating an adjustment to DENC's proposed billing rates in this proceeding.

Witnesses Hinton and Maness explained how in the last proceeding, Docket No. E-22, Sub 577, Public Staff witness Williamson noted that the Public Staff believed a combustion turbine (CT) was the appropriate input to use in the determination of avoided capacity cost benefits, rather than the mixture of generation resource types the Company had used in its DSM/EE modeling. In that prior proceeding, witness Williamson stated that the Public Staff intended to discuss the matter further with the Company, and witness Maness therefore had recommended that the final determination of Vintage 2020 per kW avoided capacity cost benefits for PPI purposes be delayed until this year's DSM/EE rider proceeding. Witness Hinton described the Public Staff's review of DENC's avoided cost modeling for purposes of this DSM/EE proceeding and witness Maness explained that this matter has now been resolved between the Company and the Public Staff, at least with regard to the current year's and last year's proceeding. As a result of the resolution, the Public Staff did not recommend any adjustment in this proceeding to Vintage 2020 costs as developed by the Company.

On Company Exhibit EBL-1, Schedule 1, page 1, witness Lecky calculated DENC's requested North Carolina retail rate period (February 1, 2021, through January 31, 2022) revenue requirement (for Rider C) as follows:

1.	Operating Expense	$ 2,153,629
2.	Capital Cost	$ 97,479
3.	NLR	$ 0
4.	PPI	$ 316,512
5.	Total	$ 2,567,620

On Company Exhibit EBL-1, Schedule 2 (and as also reflected in the testimony of Public Staff witness Maness), witness Lecky calculated DENC's requested North Carolina retail test period DSM/EE EMF (January 1, 2019, through December 31, 2019) revenue requirement (for Rider CE) as follows:

Operating expenses	$ 1,757,887
Capital costs (depreciation, rate base, property taxes)	$ 109,852
NLR	$ 1,019,113
PPI	$ 342,073
Test period Rider C revenues	($ 2,711,479)
Net revenue requirement subtotal	$ 517,446
Carrying costs and interest on refund	($ 50,244)
Total Rider CE revenue requirement	$ 467,202

Company witness Miller, in Exhibit REM-1, Schedule 3, pages 2 and 4, allocated the Rider C and Rider CE revenue requirements among the North Carolina retail customer classes. The results of his allocations are shown below:

Rate Class	Rider C Amount	Rider CE Amount
Residential	$1,494,153	$201,400
SGS Co & Muni	$784,550	$194,263
LGS	$288,917	$71,539
6VP	$0	$0
NS	$0	$0
ST & Outdoor Lighting	$0	$0
Traffic Lighting	$0	$0

Company witness Lawson discussed how she calculated the Rider C and Rider CE rates proposed for the rate period. She determined the North Carolina forecasted net kWh retail sales for the rate period by revenue class, and further allocated those forecasted sales down to customer (rate) classes, less the kWh sales for customers who have opted out of the DSM/EE rider. Witness Lawson testified that she then divided the customer class revenue requirements by customer class forecasted kWh sales to calculate Rider C. She used the same methodology to calculate Rider CE for the test period.

Company witness Lawson also testified that she provided witness Lecky with the monthly non-fuel average base rates for her use in determining lost revenues.

The Application, witness Lawson's Company Exhibit CRL-1, Schedule 1, page 11, and Company Exhibit CRL-1, Schedule 4, page 2 support the following customer class Rider C and Rider CE billing factors to be put into effect on February 1, 2021:

CUSTOMER CLASS	RIDER C RATE (cents/kWh)	RIDER CE RATE (cents/kWh)
Residential	0.0926	0.0125
Small General Service & Public Authority	0.0960	0.0238
Large General Service	0.0739	0.0183
6VP	0	0
NS	0	0
Outdoor Lighting	0	0
Traffic Lighting	0	0

The billing factors include the Regulatory Fee.

Based upon the evidence presented above and the entire record in this proceeding, the Commission finds and concludes that the DSM/EE EMF revenue requirement and proposed Rider CE billing factors to be charged during the rate period, as proposed in DENC's Application, direct testimony, and corrected schedules, are appropriate. The Commission also finds and concludes that the projected DSM/EE rate period revenue requirement and Rider C billing factors to be charged during the rate period, as proposed in DENC's filing, are appropriate. With regard to the requested recovery of NLR and PPI, the Commission finds and concludes that the amounts as proposed by the Company are appropriate for recovery in this proceeding and are calculated in a manner consistent with the 2017 Mechanism.

EVIDENCE AND CONCLUSIONS FOR FINDING OF FACT NO. 15

The evidence for this finding of fact is contained in the direct testimony of Company witness Bates.

In response to Ordering Paragraph No. 5 of the Commission's 2020 Order, Company witness Bates provided information on consumer education and awareness initiatives conducted by the Company's Energy Conservation (EC) department during the test period. He explained that most of the Company's communication and outreach activities are tied directly to specific DSM/EE programs, so actual costs for general education and awareness are limited. Witness Bates further stated that the EC department relies heavily on online tools for general education; the Company's web pages received around 83,611 visits in the test period, and the web pages for the implementation contractor, Honeywell, received over 250,000 visits. Witness Bates stated that the Company is continually growing its social media presence, gaining over 147,000 and 61,000 followers on Facebook and Twitter, respectively.

The Public Staff did not oppose DENC's consumer education and awareness activities or costs.

Based on the evidence presented above and all the information in the record, the Commission finds and concludes that DENC's consumer education and awareness activities and costs are reasonable for purposes of this proceeding. Further, the Commission finds and concludes that the Company shall continue to include a list of consumer education and awareness activities and the volume of activity associated with each during the test period in its annual DSM/EE cost recovery filing.

EVIDENCE AND CONCLUSIONS FOR FINDING OF FACT NO. 16

The evidence for this finding of fact is contained in the direct testimony and schedules of Company witness Kesler, the EM&V report filed by DENC on May 15, 2020, in Docket No. E-22, Sub 577, and the testimony of Public Staff witness Williamson.

DENC witness Kesler provided and testified to the Company's projected EM&V costs during calendar year 2021 and actual EM&V costs during the 2019 test period. Witness Kesler noted that DENC plans to continue to file its annual EM&V report with the Commission on May 15 each year.

Public Staff witness Williamson testified that he had reviewed DENC's 2020 EM&V report for calendar year 2019 with the assistance of GDS Associates. Based on his review, witness Williamson did not raise any issues concerning the Company's EM&V Report. He stated that through a meeting with the Company and additional sampling, he had confirmed that the information in the 2020 EM&V Report flows into the PPI calculations of Riders C and CE, and the NLR calculations included in Rider CE. Based on this information, he testified that DENC appropriately incorporated the results of its EM&V efforts into its DSM/EE rider calculations.

Based on the foregoing, the Commission finds and concludes that the EM&V analyses and reports prepared by DENC are reasonable for purposes of this proceeding.

IT IS, THEREFORE, ORDERED as follows:

1. That the appropriate annual DSM/EE rider, Rider C, to become effective on and after February 1, 2021, consists of the following customer class billing factor increments (including Regulatory Fee): Residential – 0.0926 ¢/kWh; Small General Service and Public Authority – 0.0960 ¢/kWh; Large General Service – 0.0739 ¢/kWh; and no charge for 6VP, NS, Outdoor Lighting, and Traffic Lighting;

2. That the appropriate annual DSM/EE EMF rider, Rider CE, to become effective on and after February 1, 2021, consists of the following customer class increment billing factors (including Regulatory Fee): Residential – 0.0125 ¢/kWh; Small General Service and Public Authority – 0.0238 ¢/kWh; Large General Service – 0.0183 ¢/kWh; and no increment for 6VP, NS, Outdoor Lighting and Traffic Lighting;

3. That DENC shall work with the Public Staff to prepare a joint notice to customers of the rate changes ordered by the Commission in this docket, as well as in Docket Nos. E-22, Subs 588 and 590, and the Company shall file such notice for Commission approval as soon as practicable, but not later than five working days after the Commission issues the last of its orders in the above-referenced dockets;

4. That DENC shall file appropriate rate schedules and riders with the Commission to implement the provisions of this Order as soon as practicable; and

5. That DENC shall continue to provide a listing of the Company's event sponsorship and consumer education and awareness initiatives during the test period in future DSM/EE rider proceedings.

ISSUED BY ORDER OF THE COMMISSION.

This the 19th day of January, 2021.

NORTH CAROLINA UTILITIES COMMISSION

Kimberley A. Campbell

Kimberley A. Campbell, Chief Clerk