
**FORMULA RATE PLAN
RIDER SCHEDULE FRP**

1. GENERAL

Formula Rate Plan Rider Schedule ELL FRP ("Rider FRP") defines the procedure by which the rates contained in the Entergy Louisiana, LLC ("ELL" or "Company") rate schedules designated in Attachment A to this Rider FRP ("Rate Schedules") may be periodically adjusted. Rider FRP shall apply in accordance with the provisions of Section 2.A. below to all electric service billed under the Rate Schedules, whether metered or unmetered, and subject to the jurisdiction of the Louisiana Public Service Commission ("LPSC" or "Commission"), except as otherwise set forth on Attachment A.

2. APPLICATION AND REDETERMINATION PROCEDURE

2.A. RATE ADJUSTMENTS

The adjustments to the Company's rates set forth in Attachment A to this Rider FRP shall be added to the rates set out in the Net Monthly Bill section in the Company's Rate Schedules. The Rate Adjustments shall be determined in accordance with the provisions of Sections 2.B. and 2.C. below.

2.B. ANNUAL FILING AND REVIEW

2.B.1. FILING DATE

Except for the 2023 Evaluation Period the filing, review and implementation procedures of which are set forth in the Stipulation approved by LPSC Order U-36959, ELL shall file on or before May 31 of each year during the term of this FRP as set forth in Section 6 below, a report with the Commission containing an evaluation of the Company's earnings for the immediately preceding calendar year prepared in accordance with the provisions of Section 2.C. below ("Evaluation Report"). A revised Attachment A shall be included in each such filing containing revised Rate Adjustments determined in accordance with the provisions of Section 2.C. below.

2.B.2. REVIEW PERIOD

The Commission Staff and all Intervenors in Docket U-36959 shall receive a copy of each Evaluation Report filing at the time it is filed with the Commission. While an Intervenor in prior Evaluation Report reviews shall not be precluded from participation in future reviews, Intervenors will be required to file a new intervention in the proceeding associated with each annual Evaluation Report filing. (The Staff, Intervenors and ELL when referred to collectively, shall be referred to hereinafter, as the "Parties.") With the filing of the Evaluation Report, ELL shall provide Staff and all parties who have intervened in the new docket with workpapers supporting the data and calculations reflected in the Evaluation Report. Within ten business days after the Evaluation Report is filed, ELL shall provide to all Parties to the proceeding electronic copies of all workpapers supporting the data and calculations reflected in the Evaluation Report in Microsoft Excel .xlsx format, with all formulae, functions, and calculations intact and working, subject to any applicable confidentiality restrictions. The Parties may request clarification and additional supporting data.

**FORMULA RATE PLAN
RIDER SCHEDULE FRP**

Except as otherwise provided in the order of the Commission, Parties shall then have until August 20 of the filing year to review the Evaluation Report to ensure that it complies with the requirements of Section 2.C below. If any error(s) are detected in the application of the principles and procedures contained in Section 2.C below or any issues upon which further information is required of ELL and/or to verify any of the data or issues contained in the annual filing are found, such error(s), data or issues requiring verification ("Dispute" or "Disputes") shall be formally communicated in writing through an Errors & Objections Report to the other Parties and Intervenor(s) by August 20 of the filing year. Each such Dispute indicated in the Errors & Objection Report shall include, if available, documentation of the proposed correction. (At this time, should the Company identify any error(s) in the Evaluation Period (test year) data, or the adjustments thereto, that it proposes correcting, the issue(s) shall be deemed a disputed issue and implemented subject to refund as if included in the Evaluation Report.) The Company shall then have until September 30 of the filing year to review any corrections proposed, to work with the other Parties to resolve any Disputes, and to file a revised Attachment A containing Rate Adjustments reflecting all corrections upon which the Parties agree. The Company shall provide the Parties with appropriate workpapers supporting any revisions made to the Rate Adjustments initially filed.

Except where there are unresolved Disputes, which shall be addressed in accordance with the provisions of Section 2.B.3 below, the Rate Adjustments initially filed under the provisions of Section 2.B.1 above, or such corrected Rate Adjustments as may be determined pursuant to the terms of this Section 2.B.2, shall become effective for bills rendered on and after the first billing cycle of the month of September of the filing year. Those Rate Adjustments shall then remain in effect until changed pursuant to the provisions of this Rider.

To the extent that there are no issues raised during the annual review period of the FRP or that any issues raised are amicably resolved, *i.e.*, there are no unresolved issues to be addressed pursuant to Section 2.B.3 below, the Parties shall submit a joint report of the proceedings to the Commission for consideration as timely as practicable, including the terms under which any issues have been resolved and the resulting effect on rates.

2.B.3. RESOLUTION OF DISPUTES

In the event there are Disputes regarding any Evaluation Report, the Parties shall work together in good faith to resolve such Disputes. If the Parties are unable to resolve the Disputes or reasonably believe they will be unable to resolve the Disputes by the end of the period provided for in Section 2.B.2 above, revised Rate Adjustments reflecting all revisions to the initially filed Rate Adjustments on which the Parties agree shall become effective as provided for in Section 2.B.2 above. Partie(s) shall submit in writing to the Commission a list of any remaining Disputes outstanding by January 15 of the year following the filing of the Evaluation Report. Within five (5) days of receipt of such written list of Disputes, the Company shall file a motion with the assigned Administrative Law Judge requesting that a status conference be set and a procedural schedule be established, unless good cause is shown by any party why it should not be set.

Following all due proceedings, if the Commission's final ruling on any Disputes requires changes in the Rate Adjustments initially implemented pursuant to the above provisions, the Company shall file a revised Attachment A containing such further modified Rate

**FORMULA RATE PLAN
RIDER SCHEDULE FRP**

Adjustments within fifteen (15) days after receiving the Commission's order resolving the Disputes. The Company shall provide a copy of the filing to the Parties and Intervenor together with appropriate supporting documentation. Such modified Rate Adjustments shall then be implemented with the next applicable monthly billing cycle after filing and shall remain in effect until superseded by Rate Adjustments established in accordance with the provisions of this Rider FRP.

Within 60 days after receipt of the Commission's final ruling on any Disputes, the Company shall determine the amount to be refunded or surcharged to customers, if any, together with interest at the legal rate of interest. Such refund/surcharge amount shall be calculated to be effective as of September (or, such other date authorized by the Commission for the calculation), shall be applied on a percentage basis pursuant to Section 2.C.4 of this Rider FRP and shall be based on the customer's applicable base revenue from the first billing cycle of September through the last date the Rate Adjustments were billed. Such refund/surcharge amount shall be applied to customers' bills in the manner prescribed by the Commission.

2.C. ANNUAL REDETERMINATION OF RATE ADJUSTMENTS

2.C.1. DEFINITION OF TERMS

a. EVALUATION PERIOD

The Evaluation Period shall be the twelve-month period ended December 31 of the calendar year immediately preceding the filing of an Evaluation Report. All data utilized in each Evaluation Report shall be based on actual results and balances for the Evaluation Period, as recorded on the Company's books in accordance with the Uniform System of Accounts or such other documentation as may be appropriate, allocated to LPSC retail operations as set forth in Attachment B, except where either 13-month average balances or beginning/ending average balances will be used for determination of rate base items.

b. EARNED RATE OF RETURN ON COMMON EQUITY

The Earned Rate of Return on Common Equity ("EROE") for any Evaluation Period shall be determined in accordance with the Earned Rate of Return on Common Equity Formula set out in Attachment B. The EROE determination shall reflect the Evaluation Period Adjustments set out in Attachment C.

c. BENCHMARK RATE OF RETURN ON RATE BASE

The Benchmark Rate of Return on Rate Base ("BRORB") is the composite weighted embedded cost of capital reflecting the Company's annualized costs of Short-Term Debt, Long-Term Debt, Preferred Stock and Common Equity. The BRORB shall be determined in accordance with the Benchmark Rate of Return on Rate Base Formula set out in Attachment D.

**FORMULA RATE PLAN
RIDER SCHEDULE FRP**

d. EVALUATION PERIOD COST RATE FOR COMMON EQUITY

The Evaluation Period Cost Rate for Common Equity ("EPCOE") is the Company's cost rate for common equity applicable to the Evaluation Period. The EPCOE value applicable for each Evaluation Period shall be determined in accordance with the Evaluation Period Cost Rate for Common Equity Procedure set out in Attachment E.

e. RATE OF RETURN ON COMMON EQUITY BANDWIDTH

The Rate of Return on Common Equity Bandwidth ("Bandwidth") shall be the range of values with an upper limit ("Upper Band") equal to the EPCOE plus 0.40% and a lower limit ("Lower Band") equal to the EPCOE minus 0.40%.

f. ENVIRONMENTAL COST-RELATED REVENUE REQUIREMENT

If during the term of this FRP, there is a change in the law or regulation related to environmental issues or environmental compliance that increases the costs to ELL, ELL shall have the right to request the recovery of the prudent level of such costs outside the FRP bandwidth mechanism. Nothing in this provision shall constitute pre-approval of the recovery of such increased costs.

g. ENERGY EFFICIENCY RELATED REVENUE REQUIREMENT

If during the term of this FRP, there is a change in law or regulation that adopts measures designed to increase the efficient use of electric energy and that results in increased costs to ELL, ELL shall have the right to request the recovery of the prudent level of such costs outside the FRP bandwidth mechanism and outside of the cap set forth in Section 2.C.2.d. herein. Nothing in this provision shall constitute the pre-approval of the recovery of such increased costs.

2.C.2. TOTAL RIDER FRP REVENUE LEVEL

In each Evaluation Report, the Total Rider FRP Revenue level shall consist of "Base Rider FRP Revenue" and "Outside-Bandwidth" provisions (which Outside-Bandwidth items are set forth in Subsections "a" and "b" of this 2.C.2). Total Rider FRP Revenue shall be adjusted as set forth below, consistent with Attachment F of this Rider FRP:

Outside-Bandwidth Items

- a. The Extraordinary Cost, Additional Capacity Cost, Transmission Recovery Mechanism, Distribution Recovery Mechanism, the MISO Cost Recovery Mechanism, and the Tax Adjustment Mechanism, all of which are defined herein;
- b. Recovery of Realigned Costs Related Revenue Requirement component shall be as defined in Section 3.E.

**FORMULA RATE PLAN
RIDER SCHEDULE FRP**

Bandwidth Rules

- c. For Test Years 2024 and 2025, the Base Rider FRP Revenue change shall be determined using the Rider FRP Revenue Redetermination Formula set out in Attachment F, Lines 1-23, which reflects the rules below (in Subsections "2.C.2.c.i." through "2.C.2.c.vi.").
 - i. The Total Rider FRP Revenue Requirement for the Evaluation Period shall be reduced by the Evaluation Period amounts for the items reflected in Section 2.C.2.a through 2.C.2.b above.
 - ii. The Total Rider FRP Revenue level for the Evaluation Period shall be reduced by the annualized revenue associated with the recovery of the items reflected in Section 2.C.2.a. through 2.C.2.b. (the Outside Bandwidth items), above.
 - iii. If the EROE, as determined through an assessment of the Base Rider FRP Revenue Requirement, is less than the Lower Band, the Base Rider FRP Revenue level for the Evaluation Period shall be increased by the amount necessary to increase the EROE for the Evaluation Period by 100% of the difference between the Lower Band and the EROE.
 - iv. There shall be no change in Base Rider FRP Revenue level for the Evaluation Period if, as determined through an assessment of the Base Rider FRP Revenue Requirement, the EROE is less than or equal to the Upper Band and greater than or equal to the Lower Band.
 - v. If the EROE, as determined through an assessment of the Base Rider FRP Revenue Requirement, exceeds the Upper Band, the Base Rider FRP Revenue level for the Evaluation Period shall be reduced by the amount necessary to decrease the EROE for the Evaluation Period by 100% of the difference between the EROE and the Upper Band.
 - vi. A change in the Base Rider FRP Revenue level shall not be made unless it changes the EROE for the Evaluation Period by more than 0.05% (5 basis points).
- d. For the 2024 and 2025 Evaluation Periods the amount of ELL Base Rider FRP Revenue rate increases calculated in accordance with Section 2.C.2.c. may not exceed \$140 million for the cumulative 2024 and 2025 Evaluation Periods. To the extent that there is a rate decrease during a given year, the amount of such decrease will be netted against the cumulative total increase that may be implemented in a subsequent year. This provision 2.C.2.d does not apply to Outside of the Bandwidth components of the FRP or such other matters as may be determined by the Commission.

**FORMULA RATE PLAN
RIDER SCHEDULE FRP**

2.C.3. RIDER FRP REVENUE ALLOCATION

Except as provided in the third paragraph of this Section 2.C.3., the Total Rider FRP Revenue as determined under the provisions of Section 2.C.2. above, shall be allocated to each LPSC rate class based on applicable Base Rate Revenue as a percentage of Base Rate Revenue for all retail rate classes pursuant to Attachment A, Page 2 (except for DRM revenue).

The applicable Base Rate Revenue used to derive the allocation factor for all FRP Revenues (except the DRM) shall be the Louisiana Retail Base Rate Revenue for the Evaluation Period as reflected in Attachment A, Page 3 Column b.

DRM revenues reflected on Attachment F, Lines 34 shall be allocated to each LPSC rate class based on a percentage of total retail Distribution Plant in Service for all applicable retail rate schedules pursuant to Attachment A, Page 3 of this Rider FRP.

2.C.4. RIDER FRP RATE ADJUSTMENT REDETERMINATION

All applicable retail rates and riders as noted on Attachment A on file with the Commission will be adjusted for the Rider FRP Revenues by the appropriate percentage of the Evaluation Period Base Rate Revenue of all bills.

3. PROVISIONS FOR OTHER RATE CHANGES

3.A. EXTRAORDINARY COST CHANGES

3.A.1. UNFORESEEN COSTS

It is recognized that from time to time ELL may experience extraordinary increases or decreases in costs that occur as a result of actions, events, or circumstances beyond the control of the Company. Such costs may significantly increase or decrease the Company's revenue requirements, including beyond the cap set forth in Section 2.C.2.d. herein, and, thereby, require rate changes that this Rider FRP is not designed to address. Should ELL experience such an extraordinary cost increase or decrease having a net annual revenue requirement impact exceeding \$15 million on an LPSC-jurisdictional basis, then either the Company or Commission Staff may request (in conjunction with the Evaluation report or through a separate proceeding), or the Commission may initiate a proceeding to consider a pass-through of such extraordinary cost increase or decrease.

3.A.2. DEPRECIATION/DECOMMISSIONING RATE EFFECTS

The effects of changes in depreciation rates, and/or decommissioning accruals, increases or decreases, ordered by the LPSC, including as a result of changes in the requirement to fund the decommissioning trust that may be ordered by the Nuclear Regulatory Commission during the period that this FRP

**FORMULA RATE PLAN
RIDER SCHEDULE FRP**

is in effect, shall be considered separately outside of the FRP mechanism. In addition, 100% of the incremental rate base (depreciation and ADIT) effects of the depreciation rate change shall be reflected in the derivation of the change in the revenue requirement resulting from a change in the depreciation rate.

3.A.3. STORM DAMAGE ACCRUAL EFFECTS

The effects of changes in storm damage accruals, increases or decreases, ordered by the LPSC shall be considered separately outside of the FRP mechanism.

3.B. SPECIAL RATE FILINGS

The Company is experiencing a dynamic business environment (*e.g.*, effects of energy efficiency, demand side management integration, net metering, and increasing competition). Experimental, developmental, and alternative rate schedules may be appropriate tools for the Company to use to address these and other emerging conditions. Therefore, nothing in this Rider shall be interpreted as preventing the Company from proposing to revise existing rate schedules or implement new rate schedules as may be appropriate. Any such rate changes shall be filed with the Commission and evaluated in accordance with the rules and procedures then in effect.

3.C. FORCE MAJEURE

In addition to the rights of ELL under this Rider, or as provided by law, to make a filing for the pass-through of costs outside the provisions of this Rider FRP, if any event or events beyond the reasonable control of ELL, including, for example, Natural Disaster, damage or unforeseeable loss of generating capacity, changes in regulation ordered by a regulatory body or other entity with appropriate jurisdiction, and orders or acts of civil or military authority, cause increased costs to ELL or result in a deficiency in revenues to ELL, ELL may file for rate or other relief outside the bandwidth provisions of this Rider. Such request shall be considered by the Commission in accordance with its regulations and applicable law governing such filings.

The Term "Natural Disaster" in the above paragraph shall include but not be limited to weather events such as hurricanes and/or tropical storms, or other events such as earthquakes, wildfire, for example. If the Commission determines that a Natural Disaster causes a loss of customers for ELL that would result in the loss of at least \$15 million in base rate revenues during the rate-effective period of any Evaluation Period outside the term of this Rider FRP, ELL may seek recovery of those base revenues during the provisions of this Rider FRP. ELL shall bear the burden of proof to demonstrate to the Commission the level of base rate revenue lost during the rate-effective period and that the loss was caused by the Natural Disaster.

The loss of base rate revenue during the rate effective period shall, at a minimum, take into consideration the following:

- 1) The net loss of customers caused by the Natural Disaster looking at the entire service area, adjusted for normal growth.

**FORMULA RATE PLAN
RIDER SCHEDULE FRP**

- 2) The usage patterns of the actual lost customers or some reasonable proxy.
- 3) Any offsets due to the decreased costs and/or due to costs that are still recovered from the remaining customers.

If this calculation produces a result less than \$10 million in the rate-effective period, no relief should be granted outside of the FRP. If the amount equals or exceeds \$10 million as approved by the Commission, ELL shall be entitled to recover outside of the FRP the lesser of (1) the Commission-approved loss in revenues, or (2) the difference between the EROE adjusted to reflect the estimated loss in revenue and the EPCOE. In succeeding years, the revenue loss will be recalculated to recognize the effect of returning customers and load. Once that revenue requirement effect falls below \$10 million, the effect of the revenue reduction will be reflected in the FRP.

3.D. ADDITIONAL CAPACITY MECHANISM

The "Additional Capacity Revenue Requirement" ("ACRR") refers to non-fuel, retail revenue requirement associated with any LPSC-approved, or exempted from requiring LPSC approval, supply-side resource in excess of the amount in base rates at the time of ELL's annual Evaluation Report filing. Such ACRR for the rate effective period shall be eligible for recovery through this Rider FRP, outside the FRP bandwidth mechanism through the ACRR consistent with Section 2.C.2 and the following:

3.D.1 OWNED CAPACITY RESOURCES

The first-year non-fuel, retail revenue requirement for:

- (a) the modification or replacement of an existing generating facility having an incremental annual revenue requirement exceeding \$10 million;
- (b) the acquisition of new generating facilities; and/or,
- (c) the construction of a new generating facility, having an annual revenue requirement exceeding \$10 million (except as otherwise provided for in Section 3.D.3 below), and/or unless otherwise authorized by the Commission.

In the Evaluation Report following the first year of operation, the first-year revenue requirement shall be trued-up to the actual first-year revenue requirement and realigned to Base Rider FRP Revenue where it will be maintained at the adjusted level subject to the FRP bandwidth mechanism. To the extent that any costs relating to the construction, acquisition or modification of a generating facility are subsequently determined to be disallowed by the Commission as reflected in a final, non-appealable order, those amounts shall be credited or refunded to customers with interest, calculated at the then-effective pre-tax weighted average cost of capital, from the time those amounts were collected until those amounts are credited or refunded, on the same basis as they were charged to customers.

**FORMULA RATE PLAN
RIDER SCHEDULE FRP**

3.D.2. PURCHASED CAPACITY RESOURCES

For each filing year of the FRP, the Company shall reflect in the ACRR the incremental LPSC-retail revenue requirement for purchased capacity costs that are to be billed to ELL pursuant to a Commission approved Purchased Power Agreement, cost-of-service agreement or tariff for the rate effective period. Incremental capacity costs consist of those amounts that are above or below the amount included in rates for the respective resources at the time of filing of the Evaluation Report.

Although extinguished by operation of law pursuant to LPSC Order U-33244-A, the purchased capacity contract costs for the unregulated portion of River Bend (the River Bend 30 PPA) shall be deemed eligible for recovery in accordance with this Section 3.D.2. and shall be re-calculated at then-current Evaluation Period levels.

The LPSC-retail revenue requirement associated with the purchased capacity costs recovered via this Rider shall be compared to the actual cost of such capacity. Any difference between the revenue requirement of the capacity costs used to determine the level of this Rider during the Evaluation Period and the revenue requirement associated with the actual capacity cost during the Evaluation Period shall be included in the Evaluation Report as part of the Additional Capacity Revenue Requirement in the next Rider FRP Revenue Requirement Redetermination Formula as set out in Attachment F.

3.D.3. RENEWABLE CAPACITY

The non-fuel revenue requirement of all Additional Capacity derived from a renewable resource (*i.e.*, solar, wind or such other resources that the Commission shall determine qualifies as renewable) shall be recoverable through the ACRR in accordance 3.D.1 or 3.D.2 above, as applicable depending on the form of addition.

- (a) To the extent that ELL incurs cost or receives subscription fee revenue under Commission-approved green tariffs, including but not limited to Rider Geaux Green Option ("GGO"), Rider Geaux Green Limited ("GGL"), and Rider Geaux ZERO ("GZ"), and to the extent that the costs and/or revenues are not reflected within the Company's Fuel Adjustment Clause, such costs and/or revenues, including, but not limited to subscription fee revenues or capacity-related bill credits issued to participants in those programs shall be reflected as a component of the ACRR.
- (b) As established in LPSC General Order No. 12-9-10 (U-28271-1 Subdocket B) (Corrected), dated December 9, 2010 (the "Renewable Pilot Implementation Plan G.O."), the Company shall be allowed to recover fully through this Rider FRP outside of the FRP bandwidth mechanism, and consistent with Section 2.C.2, the capacity costs related to any renewable contract entered into, and approved by the LPSC pursuant to the provision of Paragraph 8.2 of the Renewable Pilot Implementation Plan G.O. Further, as established in the Renewable Pilot Implementation Plan G.O., any premium above market cost as well as any cost incurred to acquire unneeded capacity ordered by the

**FORMULA RATE PLAN
RIDER SCHEDULE FRP**

Commission (regardless of whether priced at or above market) will be recovered dollar-for-dollar and will not be considered in any FRP provision or calculation that limits the full recovery of capacity costs when the utility's earnings exceed the upper end of the earnings bandwidth (*i.e.*, Section 2.C.2.c.(5). of the FRP). This section is intended to implement but not modify the provisions of General Order No. 12-9-10 (U-28271 – Subdocket B) (corrected).

3.D.4 INTERIM CAPACITY COST ADJUSTMENTS

During the term of this Rider FRP (*i.e.*, through the last day of the rate effective period of the final Evaluation Period under the term of this FRP), the ACRR shall be adjusted on an interim basis for:

- (1) the expiration of a purchase capacity agreement previously recovered through Rider FRP, or
- (2) the completion of the recovery of previously deferred capacity costs, or
- (3) the modification or addition of LPSC-approved supply-side capacity resources by means of a self-build, acquisition, or capacity and/or capacity and energy purchase.

3.E. RECOVERY OF REALIGNED COSTS

To the extent that, during the term of this Rider FRP, the Commission orders the Company to realign costs from recovery via the Fuel Adjustment Clause to base rates, or the reverse, it shall be done on a basis that, in the aggregate, is revenue-neutral to retail customers.

3.F TRANSMISSION RECOVERY MECHANISM (TRM)

The Company shall be allowed to recover fully through this Rider FRP, outside the FRP bandwidth mechanism, the return on rate base and depreciation expense associated with (1) all transmission capital additions that are placed in service, or expected to be placed in service, between January 1 and August 31 of the Filing Year subject to a TRM Floor and Ceiling as described below ("Filing Year TRM Amount") and true-up and, (2) transmission capital additions placed in service during the Evaluation Period subject to a TRM Floor and Ceiling as described below ("Evaluation Period TRM Amount"), less the Filing Year TRM Amount reflected in the prior year's Evaluation Report. The Company will include a Filing Year TRM Amount in its initial Evaluation Report using the best estimate then available. It will then update this amount in a compliance report submitted prior to the rate effective date, with explanations provided for changes in the amount. The end of period Transmission Plant in Service estimated (based on most recent actuals) through August 31 of the Filing Year shall be subject to an after-the-fact true-up in the next FRP Evaluation Period. This true-up adjustment will be designed to correct over- or under- collections

**FORMULA RATE PLAN
RIDER SCHEDULE FRP**

that may have occurred due to the use of estimated Transmission Plant in Service through August 31 compared to actual Transmission Plant in Service through August 31.

ELL shall include with the FRP Evaluation Report, a true-up report comparing the estimated Transmission Plant in Service through August 31 of the previous Filing Year and the actual Transmission Plant in Service through August 31 of the previous Filing Year and, if the difference exceeds \$2 million, a calculation of the proposed adjustment to correct any over- or under-collections due to the use of the estimated Transmission plant-in-service, with carrying costs at the Company's Evaluation Period WACC, along with any workpapers supporting that true-up calculation.

For purposes of calculating the Evaluation Period TRM Amount, rate base included in the TRM shall include amounts for Transmission Plant in Service above a TRM Floor of \$100 million per year. For purposes of calculating the Filing Year TRM Amount, rate base shall include amounts of Transmission Plant in Service above \$66.7 million, which represents the \$100 million TRM Floor prorated to eight of twelve months.

Additionally, the TRM shall have an annual cap which shall be the sum of known and projected costs for TRM-eligible projects for which a certification or exemption is sought (or being sought) at the Commission plus \$350 million, and increasing annually by \$25 million such that the 2024 Test Year is limited to not more than \$375 million, the 2025 Test Year is limited to not more than \$400 million. The TRM Ceiling will apply to Filing Year capital additions proportionally.

Depreciation Expense for the transmission projects shall be calculated using a 2.00 percent annual depreciation rate, with that amount included in the Accumulated Reserve for Depreciation, which will serve as a reduction to Plant in Service with the net amount reflected as rate base in the TRM. Any difference between the depreciation rate used for the TRM and the actual depreciation rate applicable to the assets recovered through the TRM is recoverable through the normal recovery mechanism (*i.e.*, within the bandwidth mechanism). In other words, this assumed depreciation rate is for ease of calculating a revenue requirement for the TRM only; this is not meant to change the applicable LPSC-approved transmission depreciation rate.

3.G. DISTRIBUTION RECOVERY MECHANISM (DRM)

The Company shall be allowed to recover fully through this Rider FRP, outside the FRP bandwidth mechanism the return on rate base and depreciation expense associated with distribution capital additions, excluding those associated with the Company's Advanced Metering System, through August 31 of the Filing Year, including those placed in service during the Evaluation Period, subject to a DRM Floor and true-up adjustment as described in Section 3.G.1. below.

3.G.1. Recovery of Distribution Capital Additions

The revenue requirement associated with distribution capital additions shall include the return on rate base and depreciation expense associated with (1) all distribution capital additions, excluding those associated with the Company's

**FORMULA RATE PLAN
RIDER SCHEDULE FRP**

Advanced Metering System, that are placed in service, or expected to be placed in service, between January 1 and August 31 of the Filing Year subject to a DRM Floor and Ceiling as described below ("Filing Year DRM Amount"), and (2) distribution capital additions, excluding those associated with the Company's Advanced Metering System, placed in service during the Evaluation Period subject to a DRM Floor and Ceiling as described below ("Evaluation Period DRM Amount"), less the Filing Year DRM Amount reflected in the prior year's Evaluation Report.

The Company will include a Filing Year DRM Amount in its initial Evaluation Report using the best estimate then available. It will then update this amount in a compliance report submitted prior to the rate effective date, with explanations provided for changes in the amount. The end of period Distribution Plant in Service estimated (based on most recent actuals) through August 31 of the Filing Year shall be subject to an after-the-fact true-up in the next FRP Evaluation Period. This true-up adjustment will be designed to correct over- or under- collections that may have occurred due to the use of estimated Distribution Plant in Service through August 31 compared to actual Distribution Plant in Service through August 31.

ELL shall include with the FRP Evaluation Report, a true-up report comparing the estimated Distribution Plant in Service through August 31 of the previous Filing Year and the actual Distribution Plant in Service Page through August 31 of the previous Filing Year and, if the difference exceeds \$2 million, a calculation of the proposed adjustment to correct any over- or under-collections due to the use of the estimated Distribution plant-in-service, with carrying costs at the Company's WACC, along with any workpapers supporting that true-up calculation.

For purposes of calculating the Evaluation Period DRM Amount, capital additions included in the DRM shall include amounts for Distribution Plant in Service above an annual DRM Floor of \$150 million for each year. For purposes of calculating the Filing Year DRM Amount, rate base shall include amounts of Distribution Plant in Service above \$100 million, which represents the \$150 million DRM Floor prorated to eight of twelve months.

Additionally, a DRM Ceiling shall apply limiting the total amount of capital additions included in the DRM to not more than \$350 million for the 2023 Test Year, and increasing annually by \$25 million such that the 2024 Test Year is limited to not more than \$375 million, the 2025 Test Year is limited to not more than \$400 million. The DRM Ceiling will apply to Filing Year capital additions proportionally.

Depreciation Expense for the distribution projects shall be calculated using a 3.00 percent annual depreciation rate, with that amount included in the Accumulated Reserve for Depreciation, which will serve as a reduction to Plant in Service with the net amount reflected as rate base in the DRM. Any difference between the depreciation rate used for the DRM and the actual depreciation rates applicable to the assets recovered through the DRM is recoverable through the normal recovery mechanism (*i.e.*, within the bandwidth mechanism). In other words, this assumed the depreciation rate is for ease of calculating a revenue requirement for the DRM only; this is not meant to change the applicable LPSC-approved distribution depreciation rates.

**FORMULA RATE PLAN
RIDER SCHEDULE FRP**

3.G.2. Distribution Recovery Mechanism Revenue Requirement Allocation

The Distribution Recovery Mechanism revenue requirement as determined under the provisions of Section 3.G.1. above, shall be allocated to each of the applicable LPSC retail rate classes based on the applicable class Distribution Plant in Service Allocation Factor as a percentage of total retail Distribution Plant in Service for all applicable retail rate schedules pursuant to Attachment A, Page 2 of this Rider FRP.

3.H. OTHER ONE-TIME ADJUSTMENTS

Notwithstanding anything to the contrary, ELL, the Commission, or an Intervenor may propose a rate adjustment to be included in the FRP Attachment F, Line 27 "Other One-Time Adjustments" to account for one-time, non-recurring rate adjustments and/or their reversals. If there is no objection to the inclusion of such rate adjustment, then the amount of the adjustment to be included in rates shall be subject to the Review and Disputes procedures of Section 2.B.2 and 2.B.3. of the FRP. If there is an objection its inclusion, then such adjustment will not be included in rates on the rate effective date, and the decision of its inclusion must be separately made before it may be included as a ratemaking adjustment.

4. MISO COST RECOVERY MECHANISM (MCRM)

The Company shall be allowed to recover fully through this Rider FRP, outside the FRP bandwidth mechanism, the LPSC Retail costs described below:

- A. NET MISO CHARGES OR CREDITS:** The estimated Net MISO Charges/(Credits) pursuant to the Federal Energy Regulatory Commission ("FERC")-approved MISO Open Access Transmission Energy and Operating Markets Tariffs that the Company expects to incur for the twelve (12) months ended December 31 of the filing year and that are not recovered via the Fuel Adjustment Clause as ordered by the LPSC in Commission Order No. U-32675 dated November 4, 2013, as modified by LPSC Order No. U-34631.
- B. RETAIL REGULATORY COMMISSION EXPENSE INCURRED FOR MISO OVERSIGHT:** Retail regulatory commission expense actually incurred for the Evaluation Period in connection with ELL's participation in MISO.
- C. TRUE-UP ADJUSTMENT:** A True-up Adjustment for the difference between the Estimated MISO Cost Recovery Revenue Requirement and the Actual MISO Cost Recovery Revenue Requirement for the twelve (12) months ended December 31 of the immediately preceding calendar year as defined on Attachment G, Page 3. The True-up Adjustment shall include carrying charges based on the Company's before-tax weighted average cost of capital in this Rider FRP applied to the difference between the actual and estimated MISO Cost Recovery Revenue Requirement as shown on Attachment G, Page 3.

**FORMULA RATE PLAN
RIDER SCHEDULE FRP**

5. TAX ADJUSTMENT MECHANISM (“TAM”)

It is recognized that ELL may be subject to increases or decreases in its revenue requirement as a result of changes in federal or state taxes during the term of this FRP, including but not limited to changes in federal or state tax codes, changes in ad valorem taxes, or changes associated with the realization of certain income tax credits. Such costs may increase or decrease the Company's revenue requirements and, thereby, require rate changes that this Rider FRP is not otherwise designed to address. As such, the Company shall be allowed to recover fully through this Rider FRP, outside the FRP bandwidth mechanism, the revenue requirement effects of these changes as prescribed below. The rate adjustments provided for in this Section shall operate outside of the Base Rider FRP Revenue Adjustment provisions contained in Section 2.C. of the FRP, including the bandwidth mechanism. Nothing in this Rider shall preclude the Company from requesting similar relief for other tax-related changes not specifically provided for below.

5.A. ACCUMULATED DEFERRED INCOME TAXES (“ADIT”)

In the event that there is a change to state or federal tax codes which modifies the statutory federal or state tax rate(s), the Company shall revalue all ADIT at the newly effective tax rate(s) and reflect the revenue requirement effects of such revaluation through this Rider FRP outside of the FRP bandwidth mechanism. Rates shall further be adjusted in a manner such that the recovery of (deficient) or payment of (excess) to customers of any deficient and/or excess ADIT amounts is appropriately reflected in rates on a dollar-for-dollar basis.

Protected Excess or Deficient ADIT that is eligible to be recovered or paid through the FRP, including but not limited to any Protected Excess ADIT associated with the Tax Cuts and Jobs Act of 2017 and the Louisiana state tax rate change in 2021, will be recovered or paid through the TAM using the average rate assumption method (“ARAM”) to which the ADIT is related in order to avoid an Internal Revenue Code normalization violation.

1. In each Evaluation Report, ELL shall reflect in the TAM the Louisiana-jurisdictional portion of the recovery or payment of the eligible Protected ADIT that will be amortized on the books of ELL in the Filing Year.
2. As with the return to customers of other ADIT amounts, the amortization of the Protected ADIT, shall be offset by the revenue requirement associated with the cumulative change in rate base resulting from the amortization of the Protected ADIT such that only the net of the two will be reflected in the TAM. To avoid the potential for any double recovery, an adjustment to the FRP rate base will be made to account for this TAM netting. The TAM will be updated annually to reflect the revenue requirement associated with the change in rate base.

The ADIT that is not protected, *i.e.*, the “Unprotected Excess or Deficient ADIT” that is eligible to be recovered or paid through the FRP will be recovered or paid over a period of 24 months unless some other period is approved by the Commission.

**FORMULA RATE PLAN
RIDER SCHEDULE FRP**

3. As with the Protected ADIT, the amortization of the Unprotected ADIT shall be offset by the revenue requirement associated with the cumulative change in rate base resulting from the amortization of the Unprotected ADIT such that only the net of the two will be reflected in the TAM. To avoid the potential for any double recovery, an adjustment to the FRP rate base will be made to account for this TAM netting. The TAM will be updated annually to reflect the revenue requirement associated with the change in rate base.

5.B. INCOME TAX RATE CHANGES

In the event that there is a change to state or federal tax codes which modifies the statutory federal or state tax rate(s), the Company shall determine the retail revenue requirement effects of such change by multiplying the differential in the pre-tax weighted average cost of capital by the rate base for the most recent Evaluation Report filing and shall record this amount as a regulatory asset/liability and accrue carrying charges at the then-effective weighted average cost of capital until such time that the change can be fully reflected in rates. The Company shall amortize this regulatory asset/liability over a period of 12 months, or over some other period as approved by the Commission.

5.C. AD VALOREM TAXES

Changes in Test Year ad valorem tax expense attributable to the expiring industrial property tax exemption contracts totaling more than \$50 million in original contract amounts in the aggregate in a calendar year shall be reflected in the TAM. The change in Test Year ad valorem tax expense would be based on the then-effective millage rate and the original contract amount.

5.D. INVESTMENT AND/OR PRODUCTION TAX CREDITS ("ITCs" and/or "PTCs")

To the extent that the Company receives ITCs and/or PTCs in connection with the generation of solar, nuclear or other clean energy technology, such as those enabled by the Inflation Reduction Act of 2022 ("IRA") the Company shall monetize the ITCs and/or PTCs by offsetting federal cash income tax payments, including but not limited to the federal corporate alternative minimum tax ("CAMT"), and/or by transferring them to a third party for cash. The LPSC-jurisdictional share of cash benefits derived through such monetization and the use of these net proceeds shall be provided to customers through this Rider FRP in accordance with the terms of the next paragraph and consistent with LPSC Order U-36959.

Cash benefits derived through the monetization of ITCs and/or PTCs, including the related tax gross-up, shall be recorded as a contra-asset in Plant in Service and offset the rate base of the assets having generated the credits. The contra-asset shall have depreciable lives initially set to 30 years for solar/wind and 46 years for nuclear, with each tranche of PTCs generated by the asset having a depreciable life of one year less than the previous tranche. The revenue requirement associated with the amortization of the contra-assets shall be credited to customers

**FORMULA RATE PLAN
RIDER SCHEDULE FRP**

annually in the TAM. To avoid the potential for any double recovery, an adjustment to the FRP will be made to account for this treatment.

6. EFFECTIVE DATE AND TERM

Rider FRP shall continue in effect for three years. Except as provided for in the Stipulation approved in LPSC Docket No. U-36959, the annual Evaluation Report filings shall be made on or before May 31 of 2025, and 2026 for the Evaluation Periods ended December 31, 2024, and 2025, respectively. Unless Rider FRP is extended by mutual agreement of the Commission and the Company, the Rate Adjustments resulting from the May 31, 2026 Evaluation Report filing shall continue in effect until such time as they are superseded pursuant to a final Commission order. Except as otherwise provided herein, if this Rider FRP is terminated by a future order of the Commission, the then-existing Total Rate Adjustment shall continue to be in effect until new base rates reflecting the then-existing Total Rate Adjustment are duly approved and implemented. Nothing contained in this Rider FRP shall limit the right of any party to file an appeal as provided by law.

Effective: 4/4/2025

**ENTERGY LOUISIANA, LLC
FORMULA RATE PLAN RIDER SCHEDULE FRP
RATE ADJUSTMENTS**

I. APPLICABILITY

This Rider is applicable under the regular terms and conditions of the Company to all Customers served under any retail electric Rate Schedule* and/or Rider schedule.*

II. NET MONTHLY RATE

The Net Monthly Bill or Monthly Bill calculated pursuant to each applicable retail rate schedule* and/or rider schedule* on file with the Louisiana Public Service Commission will be adjusted monthly by the appropriate percentage of applicable Base Rate Revenues, before application of the monthly fuel adjustment.

*Excluded Schedules: , AFC, AMSOO, Contract Minimums, CS-L, CS-L Rider 1, DTK, EAC, EECR-PE, EECR-QS, EECS-L, EEIS-G, EEDBP, EIO, EIS-G, EIS-I-G, FA, FCA (3,4,5,6), FR-1-G, FSCIII-ELL, FSCIII-EGSL, FSCIV-ELL, FSCV-ELL, FSPP, GGL, GGO, GPO, GZ, IES, LIS-L Rider 2, LQF-PO-G, LVGPO, MS, MVDR, OBP, PPS-1-L, QFSS-L, RCL, REP, RPCR, RRD-V-G, RRD-VI-G, SCO-L, SCO-G, SCOI-L, SCOI-G, SCOI-L, SCOI-G, SCOI-ELL, SCOV-ELL, SLGO-L, SMQ-G, SQF-L, SQF-G, SSTS-G, UODG, and applicable Special Contracted Rates.

**Entergy Louisiana, LLC
Formula Rate Plan (Rider FRP)
Rate Development Formula
For the Test Year Ended December 31, 2023**

Ln No.	Rate Class ⁽¹⁾	Total ELL FRP Rate Adj. ⁽²⁾
1	RESIDENTIAL	84.9935%
2	SMALL GENERAL SERVICE	80.2678%
3	GENERAL SERVICE	82.1587%
4	MUNICIPAL PUMPING SERVICE	87.0888%
5	LARGE POWER SERVICE	73.4176%
6	HIGH LOAD FACTOR SERVICE	73.4105%
7	LARGE LOAD HIGH LF POWER SERVICE	72.2717%
8	LARGE INDUSTRIAL SERVICE	75.7615%
9	LIGHTING SERVICE	81.0982%

Notes:

⁽¹⁾ Excludes schedules specifically identified in this Rider FRP.

⁽²⁾ See Attachment A, Page 2, Col. E

Entergy Louisiana, LLC
Formula Rate Plan (Rider FRP)
Rate Development Formula
For the Test Year Ended December 31, 2023

Ln No.	Rate Class ⁽¹⁾	a	b	c	d	e = a + b + c + d
		FRP Excl. DRM, MCRM, & TAM ⁽²⁾	DRM ⁽³⁾	MCRM ⁽⁴⁾	TAM ⁽⁵⁾	Total
1	RESIDENTIAL	79.6762%	12.7336%	-4.7649%	-2.6515%	84.9935%
2	SMALL GENERAL SERVICE	79.6762%	8.0079%	-4.7649%	-2.6515%	80.2678%
3	GENERAL SERVICE	79.6762%	9.8989%	-4.7649%	-2.6515%	82.1587%
4	MUNICIPAL PUMPING SERVICE	79.6762%	14.8289%	-4.7649%	-2.6515%	87.0888%
5	LARGE POWER SERVICE	79.6762%	1.1577%	-4.7649%	-2.6515%	73.4176%
6	HIGH LOAD FACTOR SERVICE	79.6762%	1.1507%	-4.7649%	-2.6515%	73.4105%
7	LARGE LOAD HIGH LF POWER SERVICE	79.6762%	0.0119%	-4.7649%	-2.6515%	72.2717%
8	LARGE INDUSTRIAL SERVICE	79.6762%	3.5017%	-4.7649%	-2.6515%	75.7615%
9	LIGHTING SERVICE	79.6762%	8.8383%	-4.7649%	-2.6515%	81.0982%

Notes:

⁽¹⁾ Excludes schedules specifically identified in Attachment A, Page 1.

⁽²⁾ See Attachment A, Page 3 Column e.

⁽³⁾ See Attachment A, Page 3 Column h.

⁽⁴⁾ See Attachment A, Page 3 Column j.

⁽⁵⁾ See Attachment A, Page 3 Column l.

Entergy Louisiana, LLC
Formula Rate Plan (Rider FRP)
Rate Development Formula
For the Test Year Ended December 31, 2023

For the Year End Ending December 31, 2022																							
a		b		c		d = Col. d Ln. 10 * Col. c		e = Col. d / Col. b		f		g = Col. g Ln. 10 * Col. f		h = Col. g / Col. b		i = Col. i Ln. 10 * Col. c		j = Col. i / Col. b		k = Col. k Ln. 10 * Col. c		l = Col. k / Col. b	
Ln No.	Rate Class	ELL Applicable Base Rate Revenues \$ ⁽¹⁾	ELL Base Rate Revenues % ⁽²⁾	FRP Excl. DRM, MCRM, & TAM Rev. Req. \$ ⁽³⁾	FRP Excl. DRM, MCRM, & TAM Rate %	DRM Allocation ⁽⁴⁾	DRM Rev. Req. \$ ⁽⁵⁾	DRM Rate %	MCRM Rev. Req. \$ ⁽⁶⁾	MCRM Rate %	TAM Rev. Req. \$ ⁽⁷⁾	TAM Rate %											
1	RESIDENTIAL	\$ 679,199,304	39.12%	\$ 541,160,085	79.6762%	60.80%	\$ 86,486,827	12.7336%	\$ (32,362,957)	-4.7649%	\$ (18,008,689)	-2.6515%											
2	SMALL GENERAL SERVICE	\$ 320,878,602	18.48%	\$ 255,663,825	79.6762%	18.06%	\$ 25,695,626	8.0079%	\$ (15,289,445)	-4.7649%	\$ (8,507,964)	-2.6515%											
3	GENERAL SERVICE	\$ 204,996,057	11.81%	\$ 163,333,035	79.6762%	14.27%	\$ 20,292,317	9.8989%	\$ (9,767,794)	-4.7649%	\$ (5,435,386)	-2.6515%											
4	MUNICIPAL PUMPING SERVICE	\$ 8,678,337	0.50%	\$ 6,914,568	79.6762%	0.90%	\$ 1,286,903	14.8289%	\$ (413,511)	-4.7649%	\$ (230,103)	-2.6515%											
5	LARGE POWER SERVICE	\$ 99,499,881	5.73%	\$ 79,277,708	79.6762%	0.81%	\$ 1,151,928	1.1577%	\$ (4,741,039)	-4.7649%	\$ (2,638,198)	-2.6515%											
6	HIGH LOAD FACTOR SERVICE	\$ 113,633,115	6.55%	\$ 90,538,529	79.6762%	0.92%	\$ 1,307,563	1.1507%	\$ (5,414,469)	-4.7649%	\$ (3,012,935)	-2.6515%											
7	LARGE LOAD HIGH L.F. POWER SERVICE	\$ 202,316,372	11.65%	\$ 161,197,964	79.6762%	0.02%	\$ 24,002	0.0119%	\$ (9,640,110)	-4.7649%	\$ (5,364,335)	-2.6515%											
8	LARGE INDUSTRIAL SERVICE	\$ 64,529,348	3.72%	\$ 51,414,522	79.6762%	1.59%	\$ 2,259,614	3.5017%	\$ (3,074,739)	-4.7649%	\$ (1,710,969)	-2.6515%											
9	LIGHTING SERVICE	\$ 42,312,935	2.44%	\$ 33,713,332	79.6762%	2.63%	\$ 3,739,742	8.8383%	\$ (2,016,156)	-4.7649%	\$ (1,121,910)	-2.6515%											
10	ELL Total	\$ 1,736,043,951		\$ 1,383,213,568			\$ 142,244,523		\$ (82,720,220)		\$ (46,030,489)												

Notes:

⁽¹⁾ The applicable Base Rate Revenues used to derive the Class Allocation factor for all ELL FRP Riders (excluding DRM) shall be the Base Rate Revenues per Section 2.C.3.

⁽²⁾ The applicable Base Rate Revenues used to derive the Class Allocation factor for all ELL FRP Riders (excluding DRM) per Section 2.C.3. as a percentage of total applicable Base Rate Revenue for all retail rate classes.

⁽³⁾ See Attachment F, Page 1, Line 31.

⁽⁴⁾ DRM revenues shall be allocated to each LPSC rate class based on the applicable Distribution Plant in Service Allocation Factor as a percentage of total retail Distribution Plant in Service for all applicable retail rate schedules per Section 2.C.3.

⁽⁵⁾ See Attachment F, Page 1, Line 34.

⁽⁶⁾ See Attachment F, Page 1, Line 36.

⁽⁷⁾ See Attachment F, Page 1, Line 37.

Entergy Louisiana, LLC
Formula Rate Plan
Earned Rate of Return on Common Equity Formula
Electric
For the Test Year Ended December 31, 2023

Line No	Description	Adjusted Amount
TOTAL COMPANY		
1	RATE BASE (Attachment B, Page 2, L28)	16,412,640,023
2	BENCHMARK RATE OF RETURN ON RATE BASE (Attachment D, L15, Column D)	6.81%
3	REQUIRED OPERATING INCOME (L1 * L2)	1,117,310,408
4	NET UTILITY OPERATING INCOME (Attachment B, Page 3, L29)	1,089,569,929
5	OPERATING INCOME DEFICIENCY/(EXCESS) (L3 - L4)	27,740,479
6	REVENUE CONVERSION FACTOR (NOTE A)	1.386
7	REVENUE DEFICIENCY/(EXCESS) (L5 * L6)	38,455,304
PRESENT RATE REVENUES		
8	ULTIMATE CUSTOMERS (Attachment B, Page 3, L1)	3,285,200,199
9	SALES FOR RESALE (Attachment B, Page 3, L2)	0
10	TOTAL (L8 + L9)	3,285,200,199
11	REVENUE REQUIREMENT (L7 + L10)	3,323,655,504
LPSC RETAIL		
12	REVENUE REQUIREMENT ALLOCATION FACTOR (%)	100.00%
13	REVENUE REQUIREMENT (L11 * L12)	3,323,655,504
14	PRESENT RATE REVENUES (L8 above)	3,285,200,199
15	RIVER BEND DAP REVENUE REQUIREMENT	37,200,315
16	REVENUE DEFICIENCY/ (EXCESS) (L13 - L14 + L15)	75,655,619
17	REVENUE CONVERSION FACTOR (NOTE A)	1.386
18	OPERATING INCOME DEFICIENCY/ (EXCESS) (L16 / L17)	54,575,647
19	RATE BASE ALLOCATION FACTOR (%)	100.00%
20	RATE BASE (L1 * L19)	16,412,640,023
21	COMMON EQUITY DEFICIENCY/(EXCESS) (%) (L18 / L20)	0.33%
22	WEIGHTED EVALUATION PERIOD COST RATE FOR COMMON EQUITY (%) (Attachment D, L13, Column D)	4.93%
23	WEIGHTED EARNED COMMON EQUITY RATE (%) (L22 - L21)	4.60%
24	COMMON EQUITY RATIO (%) (Attachment D, L13, Column B)	50.81%
25	EARNED RATE OF RETURN ON COMMON EQUITY (%) (L23 / L24)	9.05%

NOTES:

(A) REVENUE CONVERSION FACTOR = $1 / [(1 - \text{COMPOSITE TAX RATE}) * (1 - \text{BAD DEBT - REGULATORY COMMISSION EXPENSE RATE - FRANCHISE TAX RATE})]$ SEE WORKPAPER MD 1

Entergy Louisiana, LLC
Formula Rate Plan
Rate Base (A)
Electric
For the Test Year Ended December 31, 2023

Line No	Description	Per Books	Adjustments (B)	Adjusted Amount
1	GROSS PLANT IN SERVICE (C)(K)	27,655,288,927	(1,673,842,874)	25,981,446,054
2	DEPRECIATION RESERVES (K)	(9,988,931,540)	747,715,286	(9,241,216,254)
3	NET UTILITY PLANT (L1 + L2)	17,666,357,387	(926,127,588)	16,740,229,799
4	PROPERTY UNDER FINANCIAL LEASE - NET	(0)	0	(0)
5	PLANT HELD FOR FUTURE USE	1,082,534	(1,082,534)	0
6	PLANT ACQUISITION ADJUSTMENT (K)	141,561,725	0	141,561,725
7	AMORTIZATION ACQUISITION ADJUSTMENT (K)	(47,786,862)	0	(47,786,862)
8	CONSTRUCTION WORK IN PROGRESS (D)	0	22,465,728	22,465,728
9	MATERIALS & SUPPLIES (E)	621,487,648	(82,327,188)	539,160,460
10	PREPAYMENTS (E)	44,099,533	(3,769,455)	40,330,078
11	CASH WORKING CAPITAL (F)	0	(82,372,165)	(82,372,165)
12	OTHER WORKING CAPITAL (E)(G)	63,972,752	2,502	63,975,254
13	INVESTMENT IN SFI (E)	0	0	0
14	ACCUM DEF W-3 MAINT/REFUEL (H)	0	(22,857,859)	(22,857,859)
15	NUCLEAR FUEL IN REACTOR (E)	0	0	0
16	NUCLEAR REFUELING OUTAGE	74,940,171	(8,247,472)	66,692,698
17	FUEL INVENTORY (E)	89,610,276	0	89,610,276
18	W-3 DESIGN BASIS/REGULATORY STUDY COST	709,998	0	709,998
19	RIVER BEND AFUDC GROSS-UP	2,472,978	0	2,472,978
20	COAL CAR MAINTENANCE RESERVE	(1,182,926)	0	(1,182,926)
21	DOE DECOM. & DECONTAMINATION FEE	0	0	0
22	CUSTOMER ADVANCES	0	0	0
23	CUSTOMER DEPOSITS	(164,785,496)	1,990,100	(162,795,396)
24	UNFUNDED PENSION	(169,595,880)	353,032,049	183,436,168
25	ACCUM DEFERRED INCOME TAXES	(1,498,375,441)	180,033,653	(1,318,341,788)
26	RATE CASE EXPENSES	0	0	0
27	OTHER (I)(J)	84,641,439	72,690,417	157,331,856
28	RATE BASE (L3 + Sum of L4 - L27)	16,909,209,835	(496,569,812)	16,412,640,023

NOTES:

- (A) BEGINNING/ENDING AVERAGE BALANCES ARE TO BE UTILIZED EXCEPT WHERE OTHERWISE NOTED.
 (B) ADJUSTMENTS AS SET OUT IN ATTACHMENT C TO THIS RIDER FRP
 (C) PLANT IN SERVICE EXCLUDING DISALLOWED PLANT INVESTMENT
 (D) AMOUNT NOT SUBJECT TO AFUDC ACCRUAL
 (E) 13 MONTH AVERAGE BALANCES
 (F) BASED ON THE MOST RECENT COMMISSION APPROVED LEAD/LAG STUDY
 (G) INCLUDES RESERVES FOR THE FOLLOWING: UNCOLLECTIBLES, COLLECTION OF BANK MINIMUM BALANCES, WORKING FUNDS AND PROPERTY, INJURIES & DAMAGES, ENVIRONMENTAL, COMMERCIAL LITIGATION AND OTHER RESERVES
 (H) 50% REFUELING OUTAGE EXPENSE FOR THE EVALUATION PERIOD
 (I) OTHER ITEMS INCLUDED PURSUANT TO SECTION 9 OF ATTACHMENT C TO THIS RIDER FRP
 (J) BEGINNING/ENDING OR 13 MONTH AVERAGE AS APPROPRIATE
 (K) YEAR END BALANCES FOR PLANT ACQUISITIONS MADE DURING THE TEST YEAR

Entergy Louisiana, LLC
Formula Rate Plan
Operating Income
Electric
For the Test Year Ended December 31, 2023

Line No	Description	Per Books	Adjustments (A)	Adjusted Amount
	REVENUES			
	SALES TO ULTIMATE CUSTOMERS			
1	LPSC RETAIL	4,484,670,937	(1,199,470,737)	3,285,200,199
2	SALES FOR RESALE	66,846,320	(66,846,320)	0
3	EPP & SYSTEM SALES	291,053,314	(84,238,692)	206,814,622
4	OTHER ELECTRIC REVENUE	230,668,344	(97,214,890)	133,453,455
5	TOTAL OPERATING REVENUES (Sum of L1 - L4)	5,073,238,916	(1,447,770,640)	3,625,468,276
	EXPENSES			
	OPERATION & MAINTENANCE			
6	PRODUCTION	2,206,662,842	(1,520,278,101)	686,384,741
7	REGIONAL MARKET	10,133,377	(10,133,377)	0
8	TRANSMISSION	74,207,905	(20,304,134)	53,903,772
9	DISTRIBUTION	143,025,366	605,527	143,630,893
10	CUSTOMER ACCOUNTING	56,138,533	658,293	56,796,826
11	CUSTOMER SERVICE & INFORMATION	33,069,616	(20,538,362)	12,531,254
12	SALES	8,755,367	1,983	8,757,350
13	ADMINISTRATIVE & GENERAL	340,831,360	(16,844,078)	323,987,281
14	TOTAL O & M EXPENSE (Sum of L6 - L13)	2,872,824,366	(1,586,832,249)	1,285,992,117
15	GAIN FROM DISPOSITION OF ALLOWANCES	(40)	0	(40)
16	GAIN ON DISPOSITION OF UTILITY PLANT	0	0	0
17	REGULATORY DEBITS & CREDITS	38,137,154	(36,213,804)	1,923,350
18	DEPR, AMORT, DECOM, & ACCRETION EXP	795,726,079	(83,672,822)	712,053,257
19	AMORTIZATION OF PLANT ACQUISITION ADJUSTMENT	4,416,726	0	4,416,726
20	INTEREST ON CUSTOMER DEPOSITS	0	8,173,975	8,173,975
21	TAXES OTHER THAN INCOME	238,104,732	(28,334,824)	209,769,908
22	CURRENT STATE INCOME TAX	7,612,387	54,082,633	61,695,020
23	CURRENT FEDERAL INCOME TAX	(103,156,223)	261,578,610	158,422,387
24	PROV DEF INC TAX - STATE - NET	31,840,495	2,008,475	33,848,970
25	PROV DEF INC TAX - FED - NET	(118,945,058)	182,550,542	63,605,484
26	INVESTMENT TAX CREDIT - NET	(4,295,919)	293,113	(4,002,806)
27	OTHER (B)			
28	TOTAL UTILITY OPERATING EXP (L14 + Sum of L15 - L27)	3,762,264,697	(1,226,366,350)	2,535,898,347
29	NET UTILITY OPERATING INCOME (L5 - L28)	1,310,974,219	(221,404,289)	1,089,569,929

NOTES:

- (A) ADJUSTMENTS DEFINED IN ATTACHMENT C TO THIS RIDER FRP
 (B) OTHER ITEMS INCLUDED PURSUANT TO SECTION 9 OF ATTACHMENT C TO THIS RIDER FRP

Entergy Louisiana, LLC
Formula Rate Plan
Income Tax
Electric
For the Test Year Ended December 31, 2023

Line No	Description	Per Books	Adjustments (A)	Adjusted Amount
1	TOTAL OPERATING REVENUES (Pg 3, L5)	5,073,238,916	(1,447,770,640)	3,625,468,276
2	TOTAL O&M EXPENSE (Pg 3, L14)	2,872,824,366	(1,586,832,249)	1,285,992,117
3	GAIN FROM DISP OF ALLOWANCES (Pg 3, L15)	(40)	0	(40)
4	GAIN ON DISPOSITION OF UTILITY PLANT (Pg 3, L16)	0	0	0
5	REGULATORY DEBITS AND CREDITS (Pg 3, L17)	38,137,154	(36,213,804)	1,923,350
6	DEPRECIATION, AMORT, DECOM & ACCRETION EXPENSE (Pg 3, L18)	795,726,079	(83,672,822)	712,053,257
7	AMORTIZATION OF PLANT ACQUISITION ADJUSTMENT (Pg 3, L19)	4,416,726	0	4,416,726
8	INTEREST ON CUSTOMER DEPOSITS (Pg 3, L20)	0	8,173,975	8,173,975
9	TAXES OTHER THAN INCOME (Pg 3, L21)	238,104,732	(28,334,824)	209,769,908
10	OTHER (Page 3, L27)			
11	NET INCOME BEFORE INCOME TAXES (L1 - Sum of L2-L10)	1,124,029,900	279,109,085	1,403,138,984
12	ADJUSTMENTS TO NET INCOME BEFORE TAXES	(1,027,080,067)	429,656,611	(597,423,456)
13	TAXABLE INCOME BEFORE CURRENT STATE INCOME TAX (L11 + L12)	96,949,833	708,765,696	805,715,529
	COMPUTATION OF STATE INCOME TAX			
14	STATE ADJUSTMENT	(6,507,738)	16,500,450	9,992,712
15	STATE TAXABLE INCOME (L13 + L14)	90,442,095	725,266,146	815,708,241
16	CURRENT STATE INCOME TAX [L15 * Effective State Tax Rate (see Note B)]	6,783,157	54,394,961	61,178,118
17	OTHER ITEMS IMPACTING STATE INCOME TAX	829,230	(312,327)	516,902
18	TOTAL CURRENT STATE INCOME TAX (L16 + L17)	7,612,387	54,082,633	61,695,020
	COMPUTATION OF FEDERAL INCOME TAX			
19	TAXABLE INCOME BEFORE CURRENT STATE INCOME TAX (L13)	96,949,833	708,765,696	805,715,529
20	CURRENT STATE INCOME TAX [L16 (shown as deduction)]	(6,783,157)	(54,394,961)	(61,178,118)
21	FEDERAL TAXABLE INCOME (Sum of L19 - L20)	90,166,676	654,370,735	744,537,411
22	CURRENT FEDERAL INCOME TAX [L21 * Federal Tax Rate (see Note B)]	18,935,002	137,417,854	156,352,856
23	OTHER ITEMS IMPACTING CURRENT FEDERAL INCOME TAX	(122,091,225)	124,160,756	2,069,530
24	TOTAL CURRENT FEDERAL INCOME TAX (L22 + L23)	(103,156,223)	261,578,610	158,422,387

NOTES:

(A) ADJUSTMENTS DEFINED IN ATTACHMENT C TO THIS RIDER FRP

(B) THE TAX RATE IN EFFECT AT THE TIME THE EVALUATION REPORT IS FILED SHALL BE UTILIZED. SEE WORKPAPER MD 1.

ENTERGY LOUISIANA, LLC EVALUATION PERIOD ADJUSTMENTS

The actual (per book) data for the Evaluation Period, as reflected in Attachment B, shall be adjusted to reflect the following:

1. Revenue Determination

- A) Present rate revenue shall be adjusted to reflect, on an annualized basis, the Rate Adjustments in effect at the end of the Evaluation Period under this Rider FRP, as adjusted for non-recurring items.
- B) The rate base, revenue and expense effects associated with any riders, or other rate mechanisms, that ELL may have in effect during the Evaluation Period which recover specific costs including Section 2.C.2(a) of this Rider FRP are to be eliminated.

2. Interest Synchronization

All Evaluation Period interest expenses are to be eliminated and replaced with an imputed interest expense amount equal to the Evaluation Period rate base multiplied by the weighted embedded cost of debt for the Evaluation Period determined in accordance with Attachment D.

3. Income Taxes

All state and federal income tax effects including 1) adjustments to taxable income, 2) adjustments to current taxes, 3) provisions for deferred income tax (debit and credit), and 4) accumulated provision for deferred income tax (debit and credit) shall be adjusted or eliminated, as appropriate, to comport with the following principles:

- A) Effects associated with other adjustments set out in this Attachment C shall similarly and consistently be adjusted;
- B) All effects associated with the difference in the timing of transactions, where the underlying timing difference is eliminated, shall also be eliminated;
- C) The corporate state and federal income tax laws legally in effect on the date an Evaluation Report is filed under this Rider FRP shall be reflected in the calculation of all income tax amounts; and
- D) Tax effects normally excluded in prior Commission Orders regarding ELL for ratemaking purposes shall be eliminated.
- E) ADIT balances for those items for which the book balance of the associated rate base or expense item is adjusted for ratemaking purposes to ensure that the ADIT balances are synchronized to the related rate base/expense items.

4. Specific Ratemaking Adjustments

The following adjustments shall be made for each Evaluation Period to the extent they remain applicable:

- A. Fuel Adjustment revenues and purchased power expense shall be adjusted in accordance with LPSC Order No. U-16945 related to ELL's Grand Gulf allocation, LPSC Order U-32328-A and any future orders of the LPSC.
- B. Decommissioning expense will be based on the latest approved amounts pursuant to LPSC Order No. U-36959 for Waterford 3 and River Bend.
- C. Depreciation expense shall be based on the latest approved Louisiana depreciation rates.

- D. The State Corporate Franchise Tax shall be proformed to reflect the State Corporate Franchise Tax, consistent with the terms of LPSC Order Nos. S-28919 and U-21453 (Subdocket J).
- E. Adjustments shall be made to remove the River Bend Deregulated Asset Plan ("DAP") cost effects from rate base and expenses.
- F. Adjustment shall be made to remove the 30% unregulated River Bend cost effects from rate base and expense.
- G. Adjustment shall be made to the Louisiana retail revenue requirement for the DAP revenue requirement.
- H. Cash working capital shall be determined by the most recent Commission approved lead/lag study.
- I. Nelson Rail Spur shall be included in rate base and expense as if owned by ELL.
- J. The actual-prudently incurred external costs to achieve the Business Combination's customer benefits ("CTABs") that have been or will be incurred during the period January 1, 2014 through December 31, 2015 shall be deferred as a regulatory asset and amortized over a ten-year period beginning with the first billing cycle following the implementation of the Rider FRP for the 2014 Evaluation Period. The annual amortization of the CTABs shall be treated as an FRP revenue requirement subject to the bandwidth earnings test. The amount of CTABs to be amortized will not exceed \$25 million, and CTABs will only include actual, prudently incurred, external ELL, EGSL or ELP costs. CTABs will not include any costs associated with review by the Council of the City of New Orleans of the Business Combination, the Algiers asset transfer, or any other costs incurred by or in connection with proceedings before the Council. Carrying charges on the CTABs shall not be accrued.
- K. To the extent that there are additional FERC-ordered refunds and/or changes in rates pertaining to amounts billed ELL applicable to System Energy Resources, Inc. (SERI), ELL shall reflect a corresponding adjustment to annualize the associated retail revenue requirement effects. These adjustments, if made during the term of this FRP, shall be dollar-for-dollar outside the bandwidth provisions of this Rider FRP and will include any retroactive effects, including refunds or credits.

5. Reclassifications

- A) Revenues associated with ELL's rates in the LPSC Retail or FERC (Sales for Resale) jurisdictions, but included in Other Electric Revenue on a per book basis (Attachment B, Page 3, Line 4), shall be reclassified to the appropriate jurisdictional rate schedule revenue category.
- B) Costs not allowable for ratemaking purposes shall be removed by adjustment from the Evaluation Period cost data. Likewise, costs that are allowed, but recorded below the utility operating income line, shall be included in the Evaluation Period cost data through appropriate reclassification adjustments. These adjustments shall include, but are not limited to: 1) the reclassification of below-the-line interest expense associated with customer deposits and 2) interest income related to ESI and EOI and, 3) Letter of Credit Fees related to MISO.

6. Out-of-Period Items

Except with respect to expenses and revenues arising from a Federal Energy Regulatory Commission-jurisdictional tariff, expenses and revenues recorded in any Evaluation Period that are related to transactions occurring prior to 2005 shall be eliminated by adjustment from the Evaluation Period cost data. This shall include any associated tax adjustments.

7. Environmental Costs

To maintain neutrality in the recovery of the costs recovered via the Environmental Adjustment Clause ("EAC"), the Company shall make an adjustment to remove the Account 447 revenue associated with its affiliate-related billings of EAC costs.

8. Ratemaking Treatment with Respect to Guaranteed and Contingent Credits Arising from the Business Combination in Docket U-33244

In connection with the stipulation approved in LPSC Order, U-33244-B, ratemaking treatments with respect to Guaranteed and Contingent Credits were approved and shall be reflected in the calculation included on Attachment F, Line 28, as an Extraordinary Cost/Credit.

9. Other

In addition to Adjustments 1-8 above, there may from time to time be special cost or rate effects that occur during an Evaluation Period that require adjustment of the Evaluation Period cost data. Nothing in this Rider FRP shall preclude any Party from proposing such adjustments. Other adjustments shall be deemed to be made on a prospective basis through the Rider FRP, unless otherwise authorized by the LPSC.

Entergy Louisiana, LLC
Formula Rate Plan
Benchmark Rate of Return on Rate Base
Electric
For the Test Year Ended December 31, 20XX

Line No	Description	(A) Capital Amount (\$) ⁽¹⁾	(B) Capital Ratio ⁽²⁾	(C) Cost Rate ⁽³⁾	(D) Benchmark Rate of Return On Rate Base ⁽⁴⁾
1	Short-Term Debt	\$XXX,XXX	XX.XX%	XX.XX%	XX.XX%
2	Allocate Common Equity Adjustment	\$XXX,XXX	XX.XX%	XX.XX%	XX.XX%
3	Adjusted Short-Term Bond Debt	\$XXX,XXX	XX.XX%		XX.XX%
4	Long-Term Debt	\$XXX,XXX	XX.XX%	XX.XX%	XX.XX%
5	Allocate Common Equity Adjustment	\$XXX,XXX	XX.XX%	XX.XX%	XX.XX%
6	Adjusted Long-Term Bond Debt	\$XXX,XXX	XX.XX%		XX.XX%
7	Total Debt	\$XXX,XXX	XX.XX%	XX.XX%	XX.XX%
8	Preferred Equity	\$XXX,XXX	XX.XX%	XX.XX%	XX.XX%
9	Allocate Common Equity Adjustment	\$XXX,XXX	XX.XX%	XX.XX%	XX.XX%
10	Adjusted Preferred Equity	\$XXX,XXX	XX.XX%		XX.XX%
11	Common Equity	\$XXX,XXX	XX.XX%	EPCOE	XX.XX%
12	Allocate Common Equity Adjustment	\$XXX,XXX	XX.XX%	EPCOE	XX.XX%
13	Adjusted Common Equity	\$XXX,XXX	XX.XX%		XX.XX%
14	Total Equity	\$XXX,XXX	XX.XX%		XX.XX%
15	Total L7 + L14	\$XXX,XXX	100.00%		BRORB

NOTES:

- (1) Amounts at the end of the Evaluation Period, except Short-Term Debt which is the 13-month average, as adjusted for refinancing activities that occur prior to implementation of the Evaluation Report. All Long-Term Debt issues shall reflect the balance net of a) unamortized debt discount, premium, and expense; b) gain or loss on reacquired debt; and c) any adjustments required per Attachment C. All Preferred Stock issues shall reflect the balance net of discount, premium and capital stock expense. Common equity and preferred equity shall be adjusted for the net unamortized balance of gains and losses on reacquired preferred stock. Amounts related to Securitization financing and interim storm financing that was the subject of Order No. U-35762 will be eliminated.
- (2) Each Capital Amount divided by the Total Capital Amount. The Common Equity Capital Ratio shall be the average of the current Evaluation Period and the two most recent Evaluation Periods. Any resulting change in the Common Equity Capital Ratios (%) shall then be allocated to Short-Term Debt, Long-Term Debt and Preferred Equity on a pro rata basis based on the corresponding Capital Amounts.
- (3) Annualized cost of Long-Term Debt and Preferred Equity at the end of the Evaluation Period, as adjusted for refinancing activities that occur prior to implementation of the Evaluation Report, divided by the corresponding Capital Amount. The Short-Term Debt Cost Rate is the 13-month average of the Short-Term Debt interest rates on the last day of each month of the Evaluation Period and the immediately preceding December 31. The Long-Term Debt Cost Rate shall include a) annualized amortization of debt discount premium, and expense; b) annualized gain or loss on reacquired debt; and c) any adjustments required per Attachment C. The Common Equity Cost Rate shall be the Evaluation Period Cost Rate for Common Equity (EPCOE) determined in accordance with Attachment E.
- (4) The components of the Benchmark Rate of Return on Rate Base (BRORB) column are the corresponding Cost Rates multiplied by the associated Capital Ratio. The BRORB is the sum of the components so determined and expressed as a percent to two decimal places (XX.XX%).

**ENTERGY LOUISIANA, LLC
EVALUATION PERIOD COST RATE FOR COMMON EQUITY PROCEDURE
FOR THE TEST YEAR ENDING DECEMBER 31, 20XX**

A. EVALUATION PERIOD COST RATE FOR COMMON EQUITY

The EPCOE applicable for any Evaluation Report pursuant to this Rider FRP shall be 9.70%. This EPCOE shall remain in effect until a new procedure for determining the EPCOE is established and implemented in connection with any extension of this Rider FRP, or until the EPCOE is superseded or new base rates are duly approved and implemented, as provided in Section 6 of this Rider FRP.

Entergy Louisiana, LLC
Formula Rate Plan
Rider FRP Revenue Redetermination Formula
Electric
For the Test Year Ended December 31, 2023

SECTION 1				
BANDWIDTH DEVELOPMENT				
Line No	DESCRIPTION	REFERENCE		
1	Earned Rate of Return on Common Equity	Attachment B, Page 1, L25		9.05%
2	Evaluation Period Cost Rate for Common Equity	Developed per Attachment E		9.70%
3	If L2 + 0.40% < L1		FALSE	GO TO Section 2
4	If L2 - 0.40% > L1		FALSE	GO TO Section 3
5	Otherwise			No Rate Change
SECTION 2				
UPPER BAND RATE ADJUSTMENT				
Line No	DESCRIPTION	REFERENCE		
6	Earned Rate of Return on Common Equity	L1		%
7	Upper Band	L2 + 0.40%		%
8	Reduction to Upper Band	L6 - L7		%
9	Common Equity Capital Ratio	Attachment D, L13, Column B		%
10	LPSC Retail Rate Base	Attachment B, Page 1, L20		\$
11	Revenue Conversion Factor	Attachment B, Page 1, L6		
12	Reduction in Earned Rate of Return on Common Equity	L8		%
13	If L12 ≤ 0.40%			No Rate Change
14	If L12 > 0.40%, then			
	Reduction in Base Rider FRP Revenue	L9 * L10 * L11 * L12		\$
SECTION 3				
LOWER BAND RATE ADJUSTMENT				
Line No	DESCRIPTION	REFERENCE		
15	Lower Band	L2 - 0.40%		
16	Earned Rate of Return on Common Equity	L1		
17	Increase to Lower Band	L15 - L16		
18	Common Equity Capital Ratio	Attachment D, L13, Column B		
19	LPSC Retail Rate Base	Attachment B, Page 1, L20		
20	Revenue Conversion Factor	Attachment B, Page 1, L6		
21	Increase in Earned Rate of Return on Common Equity	L17		
22	If L21 ≤ 0.40%			No Rate Change
23	If L21 > 0.40%, then			
	Increase in Base Rider FRP Revenue	L18 * L19 * L20 * L21		
SECTION 4				
Riders FRP, ACRR, TRM, ECM and DRM				
Line No	DESCRIPTION	REFERENCE		
24	Annualized Evaluation Period Incremental FRP Revenues	See Note 1	\$	1,414,444,549
25	(Reduction)/Increase in Base Rider FRP Revenue	See Note 2	\$	120,000,000
26	Total Base Rider FRP Revenues	L24 + L25	\$	1,534,444,549
27	Other One-Time Adjustments	See Note 3	\$	(69,491,162)
28	Extraordinary Cost Change Revenue	See Note 4	\$	(2,835,052)
29	Additional Capacity Revenue Requirement (ACRR)	Per Sec. 3.D of the Tariff	\$	(508,420)
30	Transmission Recovery Mechanism Revenues (TRM)	Per Sec. 3.F of the Tariff	\$	14,285,162
31	Total FRP Revenue excluding DRM, MCRM & TAM	Sum of L26 - L30	\$	1,475,895,077
32	Annualized Distribution Recovery Mechanism Revenues (DRM)		\$	78,333,362
33	Incremental Distribution Recovery Mechanism Revenues (DRM)		\$	46,314,843
34	Total Distribution Recovery Mechanism (DRM)	Per Sec. 3.G of the Tariff; See Note 4	\$	124,648,205
35	Rider FRP Revenue excluding MCRM & TAM	L31 + L34	\$	1,600,543,282
SECTION 5				
MISO COST RECOVERY & TAX ADJUSTMENT MECHANISMS				
Line No	DESCRIPTION	REFERENCE		
36	MISO Rec. Rev. Requirement (MCRM)	Per Sec. 4 & Att. G Pg. 1 L16	\$	(82,720,220)
37	Tax Adjustment Mechanism (TAM)	Per Sec. 5 & Att. H Pg. 1 L11	\$	(46,030,489)
Notes:				
(1) Rider ELL FRP Rate Adjustments in effect at the end of the applicable Evaluation Period multiplied by the applicable Evaluation Period billing determinants. See AJ01A.3, Column H				
(2) For Test Years 2023 and 2024, reference Docket No. U-36959 Stipulation Agreement, Sections III.A.1 and IV.E. Reference F2.4.				
(3) See LPSC Order U-36595, Rider Schedule FRP Section 3.H. Reference F2.3.				
(4) Per Sections, 3.A.1 through 3.A.3, 3.C, and 3.E. Reference F2.2.				

Entergy Louisiana, LLC
Formula Rate Plan Rider Schedule FRP
MISO Cost Recovery Mechanism Formula ⁽¹⁾
Projected for the Twelve Months Ended December 31, 20XX

Line No.	Description	Amount	Reference
<u>Net MISO Charges/(Credits)</u>			
1	Schedule 10 Invoice	\$XXX,XXX	Att G Page 2, L6
2	Non-TO Trust Invoice	\$XXX,XXX	Att G Page 2, L12
3	TO-Trust Invoice	\$XXX,XXX	Att G Page 2, L19
4	Sch. 31 - Reliability Coordination Service Cost Recovery Adder	\$XXX,XXX	Att G Page 2, L20
5	Administrative Costs	\$XXX,XXX	Att G Page 2, L21
6	Other MISO Settlements	\$XXX,XXX	Att G Page 2, L22
7	Net MISO Charges/(Credits)	\$XXX,XXX	Sum of Lines 1 - 6
<u>Cost Associated with MISO Renewal Deferral (2)</u>			
8	Carrying Cost on MISO Renewal Deferral	\$XXX,XXX	
9	Amortization of MISO Renewal Deferral	\$XXX,XXX	
10	Cost associated with MISO Renewal Deferral	\$XXX,XXX	Sum of Lines 8 - 9
11	Net MISO-related Costs	\$XXX,XXX	L7 + L10
12	Retail Allocation Factor	100.00%	MD 1
13	Revenue Related Expense Factor ⁽³⁾	X.XXX	
14	Net Retail MISO Costs to be Recovered	\$XXX,XXX	L11 * L12 * L13
15	True-up of MISO Cost Recovery Revenue Requirement	\$XXX,XXX	Att G Page 3, L19
16	MISO Cost Recovery Mechanism (MCRM) Revenue Requirement	\$XXX,XXX	L14 + L15

Notes:

(1) Pursuant to Section 4 of this Formula Rate Plan (Rider FRP)

(2) Return of and on MISO Renewal Deferral per Section 4.C of this Rider FRP.

Revenue Related Expense Factor = 1 / (1-Louisiana Retail Bad Debt Rate - Revenue-Related Tax Rate - Regulatory

(3) Commission Expense Rate).

Entergy Louisiana, LLC
Formula Rate Plan Rider Schedule FRP
MISO Cost Recovery Mechanism Formula
Projected for the Twelve Months Ended December 31, 20XX

Line No.	Description	Amount	Reference
<u>Schedule 10 Invoice</u>			
1	Schedule 10 ISO Cost Recovery Adder	\$XXX,XXX	
2	Sch. 10 - FERC FERC Annual Charges Recovery	\$XXX,XXX	
3	Schedule 23 Recovery of Sch. 10 & Sch. 17 Costs from Certain GFAS	\$XXX,XXX	
4	Schedule 34 Allocation of Costs Associated With Penalty Assessments ⁽¹⁾	\$XXX,XXX	
5	Schedule 35 HVDC Agreement Cost Recovery Fee	\$XXX,XXX	
6	Total Schedule 10 Invoice	\$XXX,XXX	Sum of Lines 1 - 5
<u>Non-TO Trust Invoice</u>			
7	Schedule 1 Scheduling, System Control, and Dispatch Service	\$XXX,XXX	
8	Schedule 2 Reactive Power	\$XXX,XXX	
9	Schedule 11 Wholesale Distribution Services ⁽²⁾	\$XXX,XXX	
10	Schedule 15 Power Factor Correction Service	\$XXX,XXX	
11	Schedule 20 Treatment of Station Power	\$XXX,XXX	
12	Total Non-TO Trust Invoice	\$XXX,XXX	Sum of Lines 7-11
<u>TO-Trust Invoice</u>			
13	Schedule 7 Long & Short-Term Firm Point-To-Point Trans. Service	\$XXX,XXX	
14	Schedule 8 Non-Firm Point-To-Point Transmission Service	\$XXX,XXX	
15	Schedule 9 Network Integration Transmission Service	\$XXX,XXX	
16	Schedule 26 Network Upgrade Charge From Trans. Expansion Plan	\$XXX,XXX	
17	Schedule 26-A Multi-Value Project Usage Rate	\$XXX,XXX	
18	Schedule 33 Blackstart Service	\$XXX,XXX	
19	Total TO-Trust Invoice	\$XXX,XXX	Sum of Lines 13-18
20	Schedule 31 - Reliability Coordination Service Cost Recovery Adder	\$XXX,XXX	
21	Administrative Costs	\$XXX,XXX	
22	Other MISO Settlements	\$XXX,XXX	

Notes:

⁽¹⁾ Cost associated with potential future NERC penalties could show up under Schedule 10 Invoice or Market Settlements.

⁽²⁾ Includes Wholesale Distribution Services, Prior Period Adjustments and Other.

Entergy Louisiana, LLC
Formula Rate Plan Rider Schedule FRP
MISO Cost Recovery Mechanism Formula ⁽¹⁾
True-up of MISO Cost Recovery Mechanism
For the Period ended December 31, 20XX

Line No.	Description	Amount	Reference
<u>Actual Net MISO Charges/(Credits)</u>			
1	Schedule 10 Invoice	\$XXX,XXX	
2	Non-TO Trust Invoice	\$XXX,XXX	
3	TO-Trust Invoice	\$XXX,XXX	
4	Schedule 31 - Reliability Coordination Service Cost Recovery Adder	\$XXX,XXX	
5	Administrative Costs related to Market Settlements	\$XXX,XXX	
6	Other MISO Market Settlements	\$XXX,XXX	
7	Net MISO Charges/(Credits)	\$XXX,XXX	Sum of Lines 1 - 6
<u>Actual Cost Associated with MISO Renewal Deferral</u>			
8	Carrying Cost on MISO Renewal Deferral	\$XXX,XXX	
9	Amortization of MISO Renewal Deferral	\$XXX,XXX	
10	Cost associated with MISO Renewal Deferral	\$XXX,XXX	Sum of Lines 8 - 9
11	Net MISO-related Costs	\$XXX,XXX	L7 + L10
12	Louisiana Retail Allocation Factor	X.XX%	MD 1
13	Revenue Related Expense Factor ⁽²⁾	X.XXX	
14	Actual Net Retail MISO Cost to be Recovered	\$XXX,XXX	L11 * L12 * L13
15	Estimated Net Retail MISO Costs to be Recovered	\$XXX,XXX	Preceding Filing Att G Page 1, L14
16	Difference in Actual & Est. MISO Cost Recovery Revenue Requirement	\$XXX,XXX	L14 - L15
17	Before-Tax Weighted Average Cost of Capital	X.XX%	COC 1
18	Carrying Cost	\$XXX,XXX	L17 * (L16/2)
19	True-up of MISO Cost Recovery Revenue Requirement	\$XXX,XXX	L16 + L18

Notes:

- (1) Pursuant to Section 4 of this Formula Rate Plan (Rider FRP)
- (2) See Attachment G, Page 1 Note (3)

Entergy Louisiana, LLC
Formula Rate Plan Rider Schedule FRP
Tax Adjustment Mechanism Formula
For the Test Year Ended December 31, 20XX

Ln No.	Description	Amount	Reference
1	Protected Excess or Deficient ADIT Give-Back	\$XX,XXX	
2	Offsetting Revenue Requirement Increase	\$XX,XXX	
3	Net Protected Give-Back ⁽¹⁾	\$XX,XXX	Sum of Lines 1-2
4	Unprotected Excess or Deficient ADIT Give-Back	\$XX,XXX	
5	Offsetting Revenue Requirement Increase	\$XX,XXX	
6	Net Unprotected Give-Back ⁽²⁾	\$XX,XXX	Sum of Lines 4-5
7	Protected Excess or Deficient True-Up ⁽³⁾	\$XX,XXX	
8	Ad Valorem Revenue Requirement Increase ⁽⁴⁾	\$XX,XXX	
9	Investment and/or Production Tax Credit Give-Back ⁽⁵⁾	\$XX,XXX	
10	FIN 48-Related Interest ⁽⁶⁾	\$XX,XXX	
11	Net TAM Amount ⁽⁷⁾	\$XXX,XXX	Sum of Lines 3, 6, and 7 through 10

Notes:

⁽¹⁾ Reference ATT H page 8.2

⁽²⁾ Reference ATT H page 8.3

⁽³⁾ Reference ATT H page 8.5

⁽⁴⁾ Reference ATT H page 8.12

⁽⁵⁾ Reference ATT H page 8.13

⁽⁶⁾ Reference Docket No. U-36959 Global Settlement Stipulation Agreement, Sections IV.J.5 and IV.K.2.a

⁽⁷⁾ Value includes gross-up for taxes and revenue related expenses