

- BEFORE THE PUBLIC SERVICE COMMISSION OF UTAH -

In the Matter of the Application of Rocky Mountain Power to Implement Programs Authorized by the Sustainable Transportation and Energy Plan Act	<u>DOCKET NO. 16-035-36</u> <u>PHASE THREE REPORT AND ORDER</u>
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ISSUED: June 28, 2017

SYNOPSIS

The Public Service Commission ("PSC") approves the parties' Stipulation and Partial Settlement Agreement ("Stipulation") and other components of PacifiCorp's Application to Implement Programs Authorized by the Sustainable Transportation and Energy Plan Act ("Application") as described in this Report and Order, including but not limited to PacifiCorp's proposed Electric Vehicle Time of Use Pilot Program.¹

I. BACKGROUND AND PROCEDURAL HISTORY

This docket arises out of PacifiCorp dba Rocky Mountain Power's ("PacifiCorp") Application to Implement Programs Authorized by the Sustainable Transportation and Energy Plan Act ("Application"), which PacifiCorp filed on September 12, 2016.

In March 2016, the Legislature enacted and the Governor signed into law the Sustainable Transportation and Energy Plan Act (the "Act"), now codified, among other places, at Utah Code Ann. §§ 54-7-12.8, 54-20-101, *et seq.*² Because the Application involves numerous issues for which the Legislature has imposed different statutory deadlines for the PSC to act, the parties

¹ For convenience, a copy of the Stipulation is attached to this Report and Order.

² The PSC's Phase One Report and Order, dated December 29, 2016, contains a relatively broad overview of the Act. This Phase Three Report and Order discusses only those aspects of the Act pertinent to this phase of the docket. Parties are referred to the PSC's Phase One Report and Order for a more detailed summary of the law.

agreed to divide the Application's adjudication into phases. In its Phase Three Scheduling Order and at the parties' request, the PSC determined that PacifiCorp's proposed Electric Vehicle Incentive Program ("EV Program") would be addressed in Phase Three of the docket.

On May 23, 2017, the PSC's Presiding Officer conducted a hearing on Phase Three, during which witnesses for PacifiCorp, the Division of Public Utilities ("DPU"), the Office of Consumer Services ("OCS"), Utah Clean Energy ("UCE"), Western Resource Advocates ("WRA") and ChargePoint, Inc. ("ChargePoint") provided sworn testimony.

II. DISCUSSION AND FINDINGS

Broadly, PacifiCorp's proposed EV Program consists of the following elements:

- (i) A program budget of up to \$2 million per year for five years;
- (ii) An allocation of the program budget annually to administration, outreach and awareness for plug-in electric vehicles ("EVs");
- (iii) An Electric Vehicle Time of Use Pilot Program ("TOU Pilot");
- (iv) A load research study ("Load Study") based on a portion of the customers participating in the TOU Pilot; and
- (v) Incentives for the installation of EV charging stations, including non-residential and multi-family AC Level 2 Chargers, DC Fast Chargers, and grant-based custom projects and partnerships ("EV Charging Equipment Incentives").³

The parties' Stipulation resolved all areas of disagreement among the parties with the following exceptions: (i) the rates to be offered to consumers participating in the TOU Pilot and

³ The parties' Stipulation modified some aspects of PacifiCorp's proposal as outlined in its Application. For simplicity, we discuss the proposal in its final, stipulated form.

(ii) the time periods designated as peak and off-peak for the TOU Pilot. However, testimony at hearing demonstrated the parties had reached consensus on the latter, subsequent to the Stipulation, with all parties endorsing PacifiCorp's proposed on and off-peak periods.

a. Uncontested Issues

i. *Program Budget*

PacifiCorp is statutorily authorized to spend up to \$2 million annually on its EV Program, which is what it proposes to do. Utah Code Ann. § 54-7-12.8(6)(b)(i). No party takes issue with PacifiCorp's proposed program budget. The PSC retains authority under STEP to "review the expenditures made ... in order to determine if [PacifiCorp] made the expenditures prudently in accordance with the purposes of the program." Utah Code Ann. § 54-20-103(2). We find PacifiCorp's proposed budget is consistent with the statute.

ii. *EV Charging Equipment Incentives*

Under the Stipulation, PacifiCorp will implement its EV Charging Equipment Incentives through Schedule 120. Program offerings for such incentives are as follows:

- Non-Residential and Multi-Family AC Level 2 Chargers: A \$4,000 incentive per charger up to 75% of total charger cost for single port chargers and \$7,000 per charger up to 75% of total charger cost for multi-port chargers;
- Non-Residential and Multi-Family DC Fast Chargers: \$45,000 per charger up to 75% of total charger and installation costs for single port chargers and \$63,000 per charger up to 75% of total charger and installation costs for multi-port chargers;
- Non-Residential and Multi-Family Grant-Based Custom Projects and Partnerships: Incentives to be developed on a case-by-case basis.

(Stipulation at 3 and accompanying proposed tariff sheets, attached to R. Meredith Surrebuttal Test.)

Customers may initiate participation in one of these program offerings by following procedures that will be outlined on PacifiCorp's website and in Schedule 120. PacifiCorp retains the right to qualify participants based on criteria outlined in Schedule 120 and criteria it considers necessary to ensure effective operation of the incentives, the utility system and the program budget. Availability of incentives will be subject to the availability of budgeted funds. Any customer desiring to participate in one of these program offerings must agree to provide charger usage data to PacifiCorp. (*See id.* at Ex. B.)

PacifiCorp proposes to make the Non-Residential and Multi-Family AC Level 2 and DC Fast Charger incentives available through September 30 of a program year subject to caps of \$400,000, respectively, and then reallocate any remaining funds from those measures to grant-based custom projects. (W. Comeau Direct Test. at 8:175-9:187.)

PacifiCorp has agreed to meet with interested parties after the first year of operation to evaluate the applications it received and the incentives it awarded to participate in one of these program offerings. (Stipulation at 4 and accompanying proposed tariff sheets, attached to R. Meredith Surrebuttal Test.) The parties agree to evaluate at that time whether any changes to outreach or incentives are warranted, including potentially higher incentives for multi-family dwellings and the potential addition of incentives for residential AC Level 2 chargers. (*Id.*) PacifiCorp has agreed to provide interested parties with available data that illustrates the deployment of charging stations by category (*e.g.*, multi-family, workplace, public) and technology (*e.g.*, AC Level 2, DC Fast Chargers) in addition to available charger usage data.

(*Id.*) Additionally, PacifiCorp has agreed to provide a status update to interested parties in the first quarter of 2018. (*Id.*)

The statute requires the PSC to authorize PacifiCorp to establish "an incentive to a large-scale electric utility customer to install or provide electric vehicle infrastructure." Utah Code Ann. § 54-20-103(1)(a). All parties support this component of PacifiCorp's proposal (as modified by the Stipulation). Based on this consensus and our review of the proposal and testimony, we find PacifiCorp's proposed incentives for the installation of EV charging equipment to be consistent with the statute and authorize them as we are statutorily required to do.

iii. Uncontested Components of the TOU Pilot and Load Study

The parties reached consensus in their Stipulation with respect to certain aspects of PacifiCorp's proposed TOU Pilot and Load Study.

Using information the Department of Motor Vehicles provides, PacifiCorp will invite a number of customers who own EVs to participate in the Load Study. (Stipulation at Ex. C, attached to R. Meredith Surrebuttal Test.) Participation is voluntary; these customers will be offered the opportunity to participate for a period of one year and will be assigned into one of three groups: (i) the control group, which will remain on Residential Schedule 1; (ii) the TOU Rate Option 1; or (iii) TOU Rate Option 2. Load research meters capable of measuring 15 minute interval usage will be installed for these customers. The study may be continued beyond one year provided (1) PacifiCorp agrees to keep the load research meters in place and to continue collecting data for the study participants; and (2) PacifiCorp agrees to meet with interested parties to review initial Load Study results between month 9 and 12 of the study period, and discuss what actions and costs, if any, are necessary to ensure a meaningful study. (Stipulation at 4, attached to R. Meredith Surrebuttal Test.)

The parties disagree about what rates are appropriate to charge under the TOU Pilot. *See infra* at 7-12. The parties, however, agree that the peak and off-peak periods should be set as follows:

- October through April – 8:00 a.m. to 10:00 a.m. and 3:00 p.m. to 8:00 p.m., Monday through Friday, except holidays.
- May through September – 3:00 p.m. to 8:00 p.m., Monday through Friday, except holidays.

(*See Hr'g Tr.* at 70:9-11.) Any consumption that falls outside these on-peak periods will be charged at the off-peak rate.

Customers who are not part of the Load Study but provide a copy of their EV registration to PacifiCorp may sign-up for TOU Rate Option 1 or TOU Rate Option 2. PacifiCorp represents the purpose of this "opt-in" program, which will not be part of the Load Study, is to assess the desirability of the two rate options. (Draft Utah Electric Vehicle Time of Use Pilot Program and Analysis at 1, attached to Application.)

Customers who elect to participate will commit to remaining on the TOU rate for a period of not less than one year. Customers participating in the load study program will be eligible to receive a \$200.00 incentive at the end of the commitment period after completion of a survey. Additionally, the customers who sign-up for one of the TOU Rate Options will be eligible for a separate \$200.00 incentive.

Under the TOU Pilot, participants will be entitled to a "Guarantee Payment," whereby if the total annual energy costs incurred by the participant exceed 10% over what costs would have been for the same period under Schedule 1 rates, the net difference (*i.e.*, the Guarantee Payment) will be credited on the customer's bill following the last month of the one-year commitment. No Guarantee Payment will be given if the participant terminates service before the end of the initial one-year period. The Guarantee payments will be made to all participants, including the

customers involved in the load research study and the customers who volunteer to participate outside that study. (Stipulation at 3, attached to R. Meredith Surrebuttal Test.) Any Guarantee Payments made to customers will constitute a reduction to PacifiCorp's revenues and will not be charged to other customers. (*Id.*)

b. Contested Issue: TOU Rate Options 1 and 2

PacifiCorp's proposed TOU Rate Option 1 would charge \$0.222755 per kWh for all on-peak kWh and \$0.067881 per kWh for all off-peak kWh. TOU Rate Option 2 would charge \$0.343753 per kWh for all on-peak kWh and \$0.034003 per kWh for all off-peak kWh.

UCE, the Division, and the Office support PacifiCorp's proposed Rate Option 1 but oppose its proposed Rate Option 2. These parties advocate for an alternative second rate option ("Alternative Option 2"), which would provide for a tiered off and on-peak rate that increases once a customer has consumed a set number of kWh. The Alternative Option 2 would set rates as follows:

- On-Peak Tier 1 for first 200 kWh consumed: \$0.183316.
- On-Peak Tier 2 for all kWh after first 200: \$0.222755.
- Off-Peak Tier 1 for first 800 kWh consumed: \$0.061105.
- Off-Peak Tier 2 for all kWh after first 800: \$0.077233.

(S. Wright Surrebuttal Test. at 5:64-65.)

UCE worked with the Office and the Division to develop Alternative Option 2 and purposely tried to maintain approximately the same 3:1 differential between on and off-peak prices as PacifiCorp's Rate Option 1 (*i.e.*, maintain a price for on-peak kWh that is

approximately three times the price for off-peak). (*Id.* at 3:29-33.) This is significantly different than PacifiCorp's proposed 10:1 on/off-peak differential for Rate Option 2.

UCE argues PacifiCorp's proposed Rate Option 2 off-peak rate of 3.4 cents per kWh "could lead to customer decisions to invest in *more* electricity consuming devices and use *more electricity* at economically inefficient and unsustainable levels." (*Id.* at 9:137-39. Emphasis in original.) UCE emphasizes that "[i]nclining tiered rates have been used for years to encourage conservation" and that a TOU rate without inclining tiers "may encourage profligate electricity use in off peak hours." (*Id.* at 10:148-151.)

The Office was initially concerned "about the complexity of combining a TOU rate structure with tiered rates" but "after further study ... concluded that [it] could support including a [tiered] TOU rate ... [because] including such a rate could provide interesting study results." (C. Murray Surrebuttal Test. at 1:17-23.) At hearing, the Office recommended the PSC adopt Alternative Rate Option 2. (Hr'g Tr. at 71:17-21.) In the Office's view, the "primary difference between the two rate designs to be studied [should be] whether and how having tiered rates impacts changes in consumption." (*Id.* at 71:3-6.)

The Division also supports UCE's proposal but conceded at hearing that PacifiCorp's witness, Mr. Meredith, had "valid points" insofar as the similarity between Rate Option 1 and Alternative Rate Option 2 may undermine the purpose of the study. (*See id.* at 67:25-68:7.) The Division expressed concern that PacifiCorp's proposed 10:1 ratio for Rate Option 2 is "a little bit punitive" and that consumers who participated in Rate Option 2 might be subject to surprisingly high bills (which would not be remediated until any Guarantee Payment is made at the end of the year). (*Id.* at 68:9-16.)

PacifiCorp maintains its proposed rate options are better suited for the pilot's purpose than UCE's proposed alternative. PacifiCorp concedes that "[w]ith two different rates, there are many different ideas which could be tested," but PacifiCorp believes that testing consumers' sensitivity to price changes for TOU is the "most important variable to study." (R. Meredith Surrebittal Test. at 4:83-88.) PacifiCorp asserts the following factors weigh against including increasing tiered rates in Rate Option 2: (1) customer confusion stemming from the complexity of the pricing; (2) customer sensitivity to TOU pricing will be better evaluated in the absence of tiered pricing; (3) tiers would distract from "the primary message for customers to manage their [TOU]"; and (4) tiered pricing "may discourage [EV] adoption" because EVs are likely to push monthly consumption into more costly tiers. (*Id.* at 5:97-105.) PacifiCorp acknowledges tiered pricing has been used to encourage energy efficiency but believes "it makes sense to exclude tiers from this pilot" because it "is specifically targeted for customers who drive [EVs]." (*Id.* at 5:105-109.)

PacifiCorp further argues that "utilizing two options that ... are spread out from each other in terms of price differential will yield the most useful information for [the TOU Pilot]." (*Id.* at 9:192-93.) Again, PacifiCorp emphasizes that the TOU Pilot is primarily concerned with assessing how customers respond to varying prices contingent on the TOU. (*Id.* at 9:193-94.) PacifiCorp asserts that "using two differentials that are far apart from one another will make it easier to draw clear conclusions." (*Id.* at 10:212-13.) PacifiCorp concludes that using "very moderate price differentials" or tiered pricing will result in a "substantial opportunity [being] missed." (*Id.* at 10:209-11.)

WRA supports PacifiCorp's proposed rate options.⁴ It explains:

The rate structure proposed by RMP is a clean and simple TOU rate structure Option 1 would have a "moderate" ratio of 3:1 between on-peak and off-peak rates and Option 2 would have an "aggressive" ratio of 10:1. This would show a clear difference between customer behavior with moderate and aggressive ratios. Adding a tiered rate structure to this simple TOU rate structure results in a complex rate structure with four rates, confusing both customers and the overall analysis of the pilot, leading to unscientific results.

(K. Wilson Surrebuttal Test. at 4:62-69.)

Although we appreciate the other parties' interest in encouraging energy efficiency through progressive, tiered pricing, we find the evidence does not support burdening PacifiCorp's TOU Pilot study with such a pricing structure. The Legislature has directed us to authorize a pilot program that "promotes customer choice in electric vehicle charging equipment and service" that specifically includes "time of use pricing for electric vehicle charging." Utah Code Ann. § 54-20-103. We understand PacifiCorp's primary interest in conducting the TOU Pilot is to test customer sensitivity to TOU pricing. We find persuasive PacifiCorp's and WRA's argument that layering another pricing variable (*i.e.*, total consumption in addition to TOU) may interfere with the primary objective of testing consumer sensitivity to TOU pricing for EV charging.

We are mindful of UCE's concern that Rate Option 2 may incentivize greater consumption and allow savvy customers to push energy consumption unrelated to EV charging to off-peak hours. If PacifiCorp sought approval of these rates for an unbound number of customers and for an unspecified amount of time, UCE's concern would have significantly more

⁴ The other intervenor, ChargePoint, provided testimony at hearing on the Stipulation but did not provide testimony on the TOU rate issue.

weight. However, this is not a general rate case. The Legislature has specifically authorized PacifiCorp to institute a limited duration pilot program to examine TOU pricing for EV charging. We find PacifiCorp's proposal is reasonably designed to achieve that purpose, and we are not persuaded the PSC should interfere with PacifiCorp following its intended design for the TOU Pilot and accompanying Load Study. Accordingly, we approve Rate Option 1 and Rate Option 2 as PacifiCorp has proposed them.

We are concerned that customers who participate in either rate option may not appreciate that these are time-limited programs and are susceptible — even likely — to change. As PacifiCorp's witness, Mr. Meredith, testified at hearing: "[W]e need to be very straightforward with our customers and educate them well that this is a pilot. These aren't necessarily rates that will continue forever, or even beyond this pilot period." (Hr'g Tr. at 60:6-10.)

We acknowledge PacifiCorp's proposed Tariff Sheet No. 2E.3 states "[a]fter December 31, 2020, the Company will no longer accept Customers onto this [TOU] tariff schedule." Additionally, proposed Tariff Sheet No. 121.2 provides "[t]his Schedule terminates January 1, 2022, unless modified by order of the [PSC]." We find this language, without more, is insufficient to adequately apprise customers that the pilot program rates are likely to be temporary. Customers must be expressly informed they are participating in a temporary pilot program for the purpose of researching the effect and desirability of offering TOU rates to customers with EVs. We direct PacifiCorp to include such language in any correspondence inviting customers to participate in the TOU Pilot, including those invited to participate in the Load Study and those other customers invited to opt-in to either Rate Option 1 or Rate Option 2. We further direct PacifiCorp to add such language to proposed Tariff Schedules 2E and 121,

informing customers the pricing is being offered as part of a temporary pilot program for the purpose of conducting consumer research and is subject to change.

III. ORDER

1. We approve the Parties' Stipulation and PacifiCorp's proposed EV Program as modified by the Stipulation and as further modified in this Report and Order;
2. We direct PacifiCorp to comply with the reporting requirements outlined in the Stipulation, including but not limited to those contained in Exhibit D thereto;
3. We direct PacifiCorp to include language in any correspondence sent to customers soliciting their participation in the TOU Pilot, regardless of whether such customers are part of the Load Study, that expressly puts such customers on notice that the TOU rates are being offered as part of a temporary pilot program for consumer research purposes and are subject to change;
4. We further direct PacifiCorp to incorporate language into proposed Tariff Schedules 2E and 121 that mirrors the language prescribed for consumer correspondence in Ordering Paragraph 3 and to file all necessary tariff changes, both to schedules and index pages, reflecting the decisions in this Report and Order; and
5. We approve Rate Design Option 1 and Rate Design Option 2 as proposed by PacifiCorp and direct PacifiCorp to file revised tariff sheets that include these rate options as well as the language mandated under Ordering Paragraph 4.

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DATED at Salt Lake City, Utah, June 28, 2017.

/s/ Michael J. Hammer
Presiding Officer

Approved and Confirmed June 28, 2017, as the Order of the Public Service Commission
of Utah.

/s/ Thad LeVar, Chair

/s/ David R. Clark, Commissioner

/s/ Jordan A. White, Commissioner

Attest:

/s/ Gary L. Widerburg
Commission Secretary
DW#294954

CERTIFICATE OF SERVICE

I CERTIFY that on June 28, 2017, a true and correct copy of the foregoing was served upon the following as indicated below:

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STIPULATION

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BEFORE THE PUBLIC SERVICE COMMISSION OF UTAH

IN THE MATTER OF THE APPLICATION OF ROCKY MOUNTAIN POWER TO IMPLEMENT PROGRAMS AUTHORIZED BY THE SUSTAINABLE TRANSPORTATION AND ENERGY ACT	DOCKET NO. 16-035-36 Stipulation and Partial Settlement Agreement
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**STIPULATION AND PARTIAL SETTLEMENT
AGREEMENT OF PHASE III ISSUES**

Rocky Mountain Power, a division of PacifiCorp, (“Rocky Mountain Power” or “Company”), the Utah Division of Public Utilities (“DPU”), the Utah Office of Consumer Service (“OCS”), Utah Clean Energy (“UCE”), Western Resource Advocates (“WRA”), Chargepoint, Inc. (“Chargepoint”), and the Sierra Club (collectively, the “Parties”) hereby file this Stipulation and Partial Settlement Agreement of Phase III Issues (“Stipulation”) for approval by the Public Service Commission of Utah (“Commission”). In support of the Stipulation, the Parties state as follows.

1. The Parties have conducted settlement discussions over the course of several days and had meetings on May 11 and 12, 2017. Drafts of this Stipulation were

circulated to the Parties for review and comment on May 12, 2017. This Stipulation has been entered into by the Parties after consideration of the views of all parties who participated in Phase III of this docket. No intervening party has indicated that it intends to oppose this Stipulation.

2. The Parties represent that this Stipulation is just and reasonable in result. The Parties recommend that the Commission approve the Stipulation and all of its terms and conditions. The Parties request that the Commission make findings of fact and reach conclusions of law based on the evidence and on this Stipulation and issue an appropriate order thereon.

BACKGROUND

3. On January 31, 2017, the Company filed its Supplemental Application to Implement Electric Vehicle Incentive and Time of Use Pricing Programs Authorized by the Sustainable Transportation and Energy Plan Act, together with the supporting testimony and exhibits of William J. Comeau and Robert M. Meredith.

4. On February 27, 2017, the Commission issued its Phase III Scheduling Order establishing deadlines for intervention and direct, rebuttal, and surrebuttal testimony.

5. On April 6, 2017: (1) WRA filed the Phase III Direct Testimony of Kenneth L. Wilson; (2) the DPU filed the Phase III Direct Testimony of Robert A. Davis; (3) OCS filed the Phase III Direct Testimony of Jacob Thomas, James W. Daniel, and Cheryl Murray; (4) Chargepoint filed the Phase III Direct Testimony of James Ellis; and (5) UCE filed the Phase III (Electric Vehicles) Direct Testimony of Sarah Wright and Kevin Emerson.

6. On April 27, 2017: (1) WRA filed the Phase III Rebuttal Testimony of Kenneth L. Wilson; (2) the OCS filed the Phase III Rebuttal Testimony of Cheryl Murray;

(3) UCE filed the Phase III (Electric Vehicles) Rebuttal Testimony of Sarah Wright; (4) the Company filed the Phase III Rebuttal Testimony of Robert M. Meredith; and (5) the DPU filed the Phase III Rebuttal Testimony of Robert A. Davis.

7. On May 10, 2017, the parties filed a Joint Motion for an Extension of Surrebuttal Testimony Filing Date, and on May 11, 2017, the Commission issued its Order on Request for Extension of Time, extending the deadline for surrebuttal testimony to May 16, 2017.

8. Various parties held a series of settlement discussions commencing on May 9, 2017, and continuing with all Parties on May 11-May 12, 2017.

9. The Parties have now reached agreement on many of the issues related to the Electric Vehicle Incentive Program raised by parties in this matter, and agree that the following settlement terms are in the public interest and just and reasonable.

SETTLEMENT TERMS

10. **Residential Electric Vehicle (“EV”) Time-of-Use Pilot Option, Schedule 2E.** The Parties agree to the terms and conditions for the residential EV Time-of-Use Pilot, Schedule 2E, as contained herein and in Exhibit A to the Stipulation, which contains redlines showing changes to the tariff from the version in RMP__ (RMM-7). The Guarantee Payment will be applicable to the self-selecting (ASG) participants on Schedule 2E as well as those in the Plug-in EV Load Research Study Program in Schedule 121. Any Guarantee Payments made to customers will be a reduction to Company revenues and will not be charged to other customers. The Parties agree that the Time Periods and Energy Charges for Rate Option 1 and Rate Option 2 for Schedule 2E will be litigated in this proceeding for final determination by the Commission.

11. **Plug-in Electric Vehicle Incentive Pilot Program, Schedule 120.** The Parties agree to the terms and conditions for the Plug-in EV Incentive Pilot Program, Schedule 120, contained herein and as proposed by the Company in its rebuttal testimony, including all maximum up to and initially offered incentive amounts. Exhibit B contains redlines showing changes to the tariff from the version in Exhibit RMP__(WJC-1R). The Company agrees to meet with interested parties after the first year of operation to evaluate the applications and awarded incentives by category and evaluate whether any changes to outreach or incentives are warranted, including potentially higher incentives for multi-family dwellings and the potential addition of incentives for residential AC Level 2 chargers. To aid in the evaluation of applications and incentives, the Company agrees to provide interested parties with available data that illustrates the deployment of charging stations by category (e.g., multi-family, workplace, public) and technology (e.g., AC Level 2, DC Fast Charging) in addition to available charger usage data. Additionally, the Company will provide a status update to interested parties in the first quarter of 2018.

12. **Plug-in Electric Vehicle Load Research Study Program, Schedule 121.** The Parties agree to the terms and conditions for the Plug-in EV Load Research Study Program, Schedule 121, as contained herein and in Exhibit C, which contains redlines showing changes to the tariff from the version in Exhibit RMP__(RMM-1R). The Load Research Study Program will be limited to residential customers who indicate they have a Level 2 charger. The Load Research Study Program will require participation for one year. The study may be continued beyond one year as follows: (1) the Company agrees to keep the load research meters in place and collecting data for the study participants for the EV Time-of-Use Pilot period duration; (2) the Company further agrees to meet with

interested parties to review initial load research study results between month nine and 12 of the study period, and discuss what actions and costs, if any, would be necessary to ensure a meaningful study.

13. **Reporting Requirements.** The Company agrees to the minimum reporting requirements for the EV Time-of-Use Pilot as contained in Exhibit D.

GENERAL TERMS AND CONDITIONS

14. Not all Parties agree that each aspect of this Stipulation is warranted or supportable in isolation. Utah Code Ann. §54-7-1 authorizes the Commission to approve a settlement so long as the settlement is just and reasonable in result. While the Parties are not able to agree that each specific component of this Stipulation is just and reasonable in isolation, all of the Parties agree that this Stipulation as a whole is just and reasonable in result and in the public interest.

15. All negotiations related to this Stipulation are confidential, and no Party shall be bound by any position asserted in negotiations. Except as expressly provided in this Stipulation, and in accordance with Utah Admin. Code R746-100-10.F.5, neither the execution of this Stipulation nor any Order adopting it shall be deemed to constitute an admission or acknowledgment by any Party of the validity or invalidity of any principle or practice of regulatory accounting or ratemaking; nor shall they be construed to constitute the basis of an estoppel or waiver by any Party; nor shall they be introduced or used as evidence for any other purpose in a future proceeding by any Party except in a proceeding to enforce this Stipulation.

16. The Parties agree that no part of this Stipulation or the formulae and methodologies used in developing the same or a Commission Order approving the

same shall in any manner be argued or considered as precedential in any future case except with regard to issues expressly called-out and intended to be resolved on an ongoing basis by this Stipulation. This Stipulation does not resolve and does not provide any inferences regarding, and the Parties are free to take any position with respect to any issues not specifically called-out and settled herein.

17. The Parties request that the Commission consider this Stipulation and Partial Settlement Agreement at the public hearing scheduled for May 23, 2017. Each of the Parties will make one or more witnesses or representatives available to explain and offer further support for this Stipulation. The Parties shall support the Commission's approval of this Stipulation. As applied to the DPU and the OCS, the explanation and support shall be consistent with their statutory authority and responsibility.

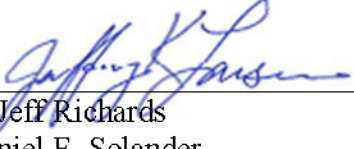
18. The Parties agree that if any person challenges the approval of this Stipulation or requests rehearing or reconsideration of any order of the Commission approving this Stipulation, each Party will use reasonable efforts to support the terms and conditions of this Stipulation. As applied to the DPU and the OCS, the phrase "use reasonable efforts" means that they shall do so in a manner consistent with their statutory authority and responsibility. In the event any person seeks judicial review of a Commission order approving this Stipulation, no Party shall take a position in that judicial review proceeding in opposition to the Stipulation.

19. Except with regard to the obligations of the Parties under the five immediately preceding paragraphs of this Stipulation, this Stipulation shall not be final and binding on the Parties until it has been approved without material change or condition by the Commission.

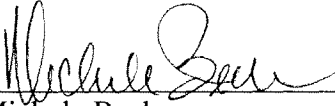
20. This Stipulation is an integrated whole, and any Party may withdraw from it if it is not approved without material change or condition by the Commission or if the Commission's approval is rejected or materially conditioned by a reviewing court. If the Commission rejects any part of this Stipulation or imposes any material change or condition on approval of this Stipulation or if the Commission's approval of this Stipulation is rejected or materially conditioned by a reviewing court, the Parties agree to meet and discuss the applicable Commission or court order within five business days of its issuance and to attempt in good faith to determine if they are willing to modify the Stipulation consistent with the order. No Party shall withdraw from the Stipulation prior to complying with the foregoing sentence. If any Party withdraws from the Stipulation, any Party retains the right to seek additional procedures before the Commission, including presentation of testimony and cross-examination of witnesses, with respect to issues resolved by the Stipulation, and no party shall be bound or prejudiced by the terms and conditions of the Stipulation.

21. This Stipulation may be executed by individual Parties through two or more separate, conformed copies, the aggregate of which will be considered as an integrated instrument.

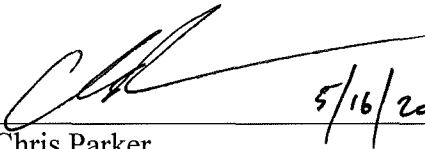
DATED this 15th day of May 2017.

<p>UTAH OFFICE OF CONSUMER SERVICES</p> <hr/> <p>Michele Beck Director Office of Consumer Services 160 East 300 South, 2nd Floor Salt Lake City, UT 84114</p>	<p>ROCKY MOUNTAIN POWER</p>  <hr/> <p>R. Jeff Richards Daniel E. Solander VP and General Counsel Rocky Mountain Power 1407 West North Temple, Suite 320 Salt Lake City, UT 84116</p>
<p>UTAH DIVISION OF PUBLIC UTILITIES</p> <hr/> <p>Chris Parker Utah Division of Public Utilities 160 East 300 South, 4th Floor Salt Lake City, UT 84114</p>	<p>WESTERN RESOURCE ADVOCATES</p> <hr/> <p>Jennifer E. Gardner 150 South 600 East, Suite 2A Salt Lake City UT 84102 <i>Attorney for Western Resource Advocates</i></p>


DATED this 15th day of May 2017.

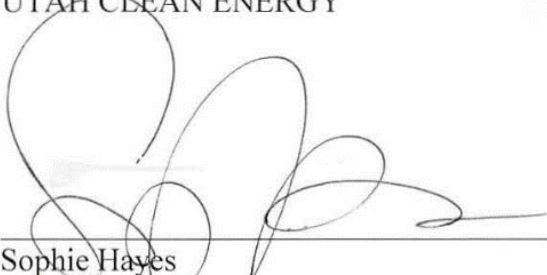
<p>UTAH OFFICE OF CONSUMER SERVICES</p> <p></p> <hr/> <p>Michele Beck Director Office of Consumer Services 160 East 300 South, 2nd Floor Salt Lake City, UT 84114</p>	<p>ROCKY MOUNTAIN POWER</p> <hr/> <p>R. Jeff Richards Daniel E. Solander VP and General Counsel Rocky Mountain Power 1407 West North Temple, Suite 320 Salt Lake City, UT 84116</p>
<p>UTAH DIVISION OF PUBLIC UTILITIES</p> <hr/> <p>Chris Parker Utah Division of Public Utilities 160 East 300 South, 4th Floor Salt Lake City, UT 84114</p>	<p>WESTERN RESOURCE ADVOCATES</p> <hr/> <p>Jennifer E. Gardner 150 South 600 East, Suite 2A Salt Lake City UT 84102 <i>Attorney for Western Resource Advocates</i></p>

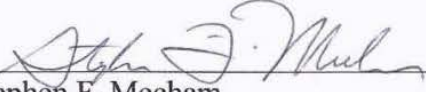
DATED this 15th day of May 2017.

<p>UTAH OFFICE OF CONSUMER SERVICES</p> <hr/> <p>Michele Beck Director Office of Consumer Services 160 East 300 South, 2nd Floor Salt Lake City, UT 84114</p>	<p>ROCKY MOUNTAIN POWER</p> <hr/> <p>R. Jeff Richards Daniel E. Solander VP and General Counsel Rocky Mountain Power 1407 West North Temple, Suite 320 Salt Lake City, UT 84116</p>
<p>UTAH DIVISION OF PUBLIC UTILITIES</p> <hr/> <p> 5/16/2017 Chris Parker Utah Division of Public Utilities 160 East 300 South, 4th Floor Salt Lake City, UT 84114</p>	<p>WESTERN RESOURCE ADVOCATES</p> <hr/> <p>Jennifer E. Gardner 150 South 600 East, Suite 2A Salt Lake City UT 84102 <i>Attorney for Western Resource Advocates</i></p>

DATED this 15th day of May 2017.

<p>UTAH OFFICE OF CONSUMER SERVICES</p> <hr/> <p>Michele Beck Director Office of Consumer Services 160 East 300 South, 2nd Floor Salt Lake City, UT 84114</p>	<p>ROCKY MOUNTAIN POWER</p> <hr/> <p>R. Jeff Richards Daniel E. Solander VP and General Counsel Rocky Mountain Power 1407 West North Temple, Suite 320 Salt Lake City, UT 84116</p>
<p>UTAH DIVISION OF PUBLIC UTILITIES</p> <hr/> <p>Chris Parker Utah Division of Public Utilities 160 East 300 South, 4th Floor Salt Lake City, UT 84114</p>	<p>WESTERN RESOURCE ADVOCATES</p>  <hr/> <p>Jennifer E. Gardner 150 South 600 East, Suite 2A Salt Lake City UT 84102 <i>Attorney for Western Resource Advocates</i></p>

<p>UTAH CLEAN ENERGY</p>  <hr/> <p>Sophie Hayes 1014 2nd Avenue, Salt Lake City, Utah 84103 <i>Attorney for Utah Clean Energy</i></p>	<p>CHARGEPOINT, INC.</p> <hr/> <p>Stephen F. Mecham 10 South Temple # 900 Salt Lake City, UT 84133 <i>Attorney for Chargepoint, Inc.</i></p>
<p>SIERRA CLUB</p> <hr/> <p>Joseph Halso 1536 Wynkoop St., Suite 312 Denver, CO 80202 <i>Attorney for Sierra Club</i></p>	

<p>UTAH CLEAN ENERGY</p> <hr/> <p>Sophie Hayes 1014 2nd Avenue, Salt Lake City, Utah 84103 <i>Attorney for Utah Clean Energy</i></p>	<p>CHARGEPOINT, INC.</p> <hr/>  <p>Stephen F. Mecham 10 West 100 South, Suite 323 Salt Lake City, UT 84101 <i>Attorney for Chargepoint, Inc.</i></p>
<p>SIERRA CLUB</p> <hr/> <p>Joseph Halso 1536 Wynkoop St., Suite 312 Denver, CO 80202 <i>Attorney for Sierra Club</i></p>	


<p>UTAH CLEAN ENERGY</p> <hr/> <p>Sophie Hayes 1014 2nd Avenue, Salt Lake City, Utah 84103 <i>Attorney for Utah Clean Energy</i></p>	<p>CHARGEPOINT, INC.</p> <hr/> <p>Stephen F. Mecham 10 South Temple # 900 Salt Lake City, UT 84133 <i>Attorney for Chargepoint, Inc.</i></p>
<p>SIERRA CLUB</p>  <hr/> <p>Joseph Halso 1536 Wynkoop St., Suite 312 Denver, CO 80202 <i>Attorney for Sierra Club</i></p>	

Exhibit A

Schedule 2E

ROCKY MOUNTAIN POWER
ELECTRIC SERVICE SCHEDULE NO. 2E

STATE OF UTAH

Residential Service – Electric Vehicle Time-of-Use Pilot Option

AVAILABILITY: At any point on the Company's interconnected system where there are facilities of adequate capacity. This Electric Service Schedule shall be available for qualifying Customers (1) selected by the Company to participate in a load research study, and (2) up to 1,000 additional Customers on a first-come, first-served basis. To qualify under this Electric Service Schedule, Customers must either submit a copy of a Department of Motor Vehicle registration for a plug-in electric vehicle that is registered to the Customer or is registered to the site address under which electric service is provided, or have been selected to participate in Schedule 121 - Plug-In Electric Vehicle Load Research Study Program by the Company.¹

APPLICATION: This Schedule is for alternating current electric service for residential purposes supplied at approximately 120 or 240 volts through one meter at a single point of delivery for service required on the premises for residential purposes.

When conditions are such that service is supplied through one meter to more than one dwelling or apartment unit, the charge for such service will be computed by multiplying the number of kWh in each applicable usage block, and the Customer Service Charge by the maximum number of dwelling or apartment units that may be served.

When a portion of a dwelling is used regularly for business, professional or other gainful purposes and 50 percent or more of the electrical energy supplied to that dwelling is being used for residential purposes, the premises shall be subject to this or other residential rates. If 50 percent or more of the electrical energy supplied to the premises is used for other than residential purposes, the premises will be classified as non-residential and electric service shall be provided under the appropriate non-residential schedule. However, if the wiring is so arranged that the service for residential purposes can be metered separately, this Schedule will be applied to such service.

MONTHLY BILL:

Customer Service Charge:

Single phase: \$6.00 per customer

Three phase: \$12.00 per customer

¹ Load Research Study Participants must have an AC Level 2 Electric Vehicle Charger.

(continued)

ELECTRIC SERVICE SCHEDULE NO. 2E – Continued

MONTHLY BILL: (continued)

Energy Charge:
[To Be Determined]

MINIMUM:

\$ 8.00 for single-phase service
\$16.00 for three-phase service

SURCHARGE ADJUSTMENT: All monthly bills shall be adjusted in accordance with Schedule 80.

TIME PERIODS:

[To Be Determined]

Holidays include only New Year's Day, President's Day, Memorial Day, Independence Day, Pioneer Day, Labor Day, Thanksgiving Day, and Christmas Day. When a holiday falls on a Saturday or Sunday, the Friday before the holiday (if the holiday falls on a Saturday) or the Monday following the holiday (if the holiday falls on a Sunday) will be considered a holiday and consequently Off-Peak.

GUARANTEE PAYMENT: The Company shall guarantee against increase of Customer costs for the first 12 months of enrollment on this tariff schedule. If the total annual energy costs incurred on this Schedule exceed 10% over what costs would have been for the same period under Schedule 1 rates, the net difference, Guarantee Payment, will be credited on the customer's bill following the last month of the one-year commitment. No Guarantee Payment shall be given if Customer terminates service before the end of the initial one-year period.

PARTICIPATION INCENTIVE: Subject to available funding, participants in Schedule 2E will receive an incentive payment as described in Schedule 120.

(continued)

Issued by authority of Report and Order of the Public Service Commission of Utah in Docket No. 16-035-36

FILED: May 16, 2017

EFFECTIVE: July 1, 2017

ELECTRIC SERVICE SCHEDULE NO. 2E – Continued

SPECIAL CONDITIONS:

1. Customer on this tariff schedule shall have a term of not less than one year. Service will continue under this schedule until Customer notifies the Company to discontinue service, or if the Company, upon approval by the Commission, otherwise terminates this optional tariff schedule.
2. Customer on this tariff schedule who is not a part of the load research study shall elect either rate option 1 or rate option 2. Upon request of the Customer, the Company shall change the rate option under which the customer is billed up to one time per year.
3. Billing under this schedule shall begin for the Customer following installation of the time-of-use meter and the initial meter reading.
4. Enrollment in this Electric Service Schedule is subject to the availability of funds for the Plug-In Electric Vehicle Incentive Pilot Program.
5. The Company will not accept enrollment for accounts that have:
 - Time-payment agreement in effect
 - Received two or more final disconnect notices
 - Been disconnected for non-payment within the last 12 months.
6. Customers being served under this schedule may not participate in Net Metering (Schedule 135) or Subscriber Solar (Schedule 73).
7. After December 31, 2020, the Company will no longer accept Customers onto this tariff schedule.

(continued)

Issued by authority of Report and Order of the Public Service Commission of Utah in Docket No. 16-035-36

FILED: May 16, 2017

EFFECTIVE: July 1, 2017

ELECTRIC SERVICE SCHEDULE NO. 2E – Continued

CONNECTION FEE: Each time a Customer, eligible to receive electric service under this Schedule, begins to receive electric service at a point of delivery not previously used, or at a point of delivery which has been used previously by another Customer, or each time a Customer changes his point of delivery or reconnects after voluntary disconnection to the same point of delivery, that Customer shall be charged a connection fee of \$10.00.

At the discretion of the Company, the connection fee may be waived for account holders such as landlords and real estate agents who accept, on a temporary basis, responsibility for the accounts of vacant residential units during the transitional time of vacancy in those cases where the cost to the Company of the physical discontinuance and restoration of electrical service would exceed the amount of the connection fee.

ELECTRIC SERVICE REGULATIONS: Service under this Schedule will be in accordance with the terms of the Electric Service Agreement between the Customer and the Company. The Electric Service Regulations of the Company on file with and approved by the Public Service Commission of the State of Utah, including future applicable amendments, will be considered as forming a part of and incorporated in said Agreement.

ROCKY MOUNTAIN POWER
ELECTRIC SERVICE SCHEDULE NO. 2E

STATE OF UTAH

Residential Service – Electric Vehicle Time-of-Use Pilot Option

AVAILABILITY: At any point on the Company's interconnected system where there are facilities of adequate capacity. This Electric Service Schedule shall be available for qualifying Customers (1) selected by the Company to participate in a load research study, and (2) up to 1,000 additional Customers on a first-come, first-served basis. To qualify under this Electric Service Schedule, Customers must either submit a copy of a Department of Motor Vehicle registration for a plug-in electric vehicle that is registered to the Customer or is registered to the site address under which electric service is provided, or have been selected to participate in Schedule 121 - Plug-In Electric Vehicle Load Research Study Program by the Company.¹

APPLICATION: This Schedule is for alternating current electric service for residential purposes supplied at approximately 120 or 240 volts through one meter at a single point of delivery for service required on the premises for residential purposes.

When conditions are such that service is supplied through one meter to more than one dwelling or apartment unit, the charge for such service will be computed by multiplying the number of kWh in each applicable usage block, and the Customer Service Charge by the maximum number of dwelling or apartment units that may be served.

When a portion of a dwelling is used regularly for business, professional or other gainful purposes and 50 percent or more of the electrical energy supplied to that dwelling is being used for residential purposes, the premises shall be subject to this or other residential rates. If 50 percent or more of the electrical energy supplied to the premises is used for other than residential purposes, the premises will be classified as non-residential and electric service shall be provided under the appropriate non-residential schedule. However, if the wiring is so arranged that the service for residential purposes can be metered separately, this Schedule will be applied to such service.

MONTHLY BILL:

Customer Service Charge:

Single phase: \$6.00 per customer

Three phase: \$12.00 per customer

¹ [Load Research Study Participants must have an AC Level 2 Electric Vehicle Charger.](#)

(continued)

ELECTRIC SERVICE SCHEDULE NO. 2E – Continued

MONTHLY BILL: (continued)

Energy Charge:

~~**[To Be Determined] Rate Option 1:**~~

~~22.2755¢ per kWh for all On Peak kWh~~

~~6.7881¢ per kWh for all Off Peak kWh~~

~~**Rate Option 2:**~~

~~34.3753¢ per kWh for all On Peak kWh~~

~~3.4003¢ per kWh for all Off Peak kWh~~

MINIMUM:

\$ 8.00 for single-phase service

\$16.00 for three-phase service

SURCHARGE ADJUSTMENT: All monthly bills shall be adjusted in accordance with Schedule 80.

TIME PERIODS:

~~**[To Be Determined] On Peak:** ~~October through April inclusive~~~~

~~8:00 a.m. to 10:00 a.m., and 3:00 p.m. to 8:00 p.m., Monday thru Friday, except holidays.~~

~~May through September inclusive~~

~~3:00 p.m. to 8:00 p.m., Monday thru Friday, except holidays.~~

~~Off Peak: ~~All other times.~~~~

Holidays include only New Year's Day, President's Day, Memorial Day, Independence Day, Pioneer Day, Labor Day, Thanksgiving Day, and Christmas Day. When a holiday falls on a Saturday or Sunday, the Friday before the holiday (if the holiday falls on a Saturday) or the Monday following the holiday (if the holiday falls on a Sunday) will be considered a holiday and consequently Off-Peak.

GUARANTEE PAYMENT: The Company shall guarantee against increase of Customer costs for the first 12 months of enrollment on this tariff schedule. If the total annual energy costs incurred on this Schedule exceed 10% over what costs would have been for the same period under Schedule 1 rates, the net difference, Guarantee Payment, will be credited on the customer's bill following the last month of the one-year commitment. No Guarantee Payment shall be given if Customer terminates service before the end of the initial one-year period.

(continued)

Issued by authority of Report and Order of the Public Service Commission of Utah in Docket No. 16-035-36

FILED: ~~April 27~~ May 16, 2017

EFFECTIVE: July 1, 2017

ELECTRIC SERVICE SCHEDULE NO. 2E – Continued

PARTICIPATION INCENTIVE: Subject to available funding, participants in Schedule 2E will receive an incentive payment as described in Schedule 120.

(continued)

Issued by authority of Report and Order of the Public Service Commission of Utah in Docket No. 16-035-36

FILED: ~~April 27~~ May 16, 2017

EFFECTIVE: July 1, 2017

ELECTRIC SERVICE SCHEDULE NO. 2E – Continued

SPECIAL CONDITIONS:

1. Customer on this tariff schedule shall have a term of not less than one year. Service will continue under this schedule until Customer notifies the Company to discontinue service, or if the Company, upon approval by the Commission, otherwise terminates this optional tariff schedule.
2. Customer on this tariff schedule who is not a part of the load research study shall elect either rate option 1 or rate option 2. Upon request of the Customer, the Company shall change the rate option under which the customer is billed up to one time per year.
3. Billing under this schedule shall begin for the Customer following installation of the time-of-use meter and the initial meter reading.
4. Enrollment in this Electric Service Schedule is subject to the availability of funds for the Plug-In Electric Vehicle Incentive Pilot Program.
5. The Company will not accept enrollment for accounts that have:
 - Time-payment agreement in effect
 - Received two or more final disconnect notices
 - Been disconnected for non-payment within the last 12 months.
6. Customers being served under this schedule may not participate in Net Metering (Schedule 135) or Subscriber Solar (Schedule 73).
7. After December 31, 2020, the Company will no longer accept Customers onto this tariff schedule.

(continued)

Issued by authority of Report and Order of the Public Service Commission of Utah in Docket No. 16-035-36

FILED: ~~April 27~~ May 16, 2017

EFFECTIVE: July 1, 2017

ELECTRIC SERVICE SCHEDULE NO. 2E – Continued

CONNECTION FEE: Each time a Customer, eligible to receive electric service under this Schedule, begins to receive electric service at a point of delivery not previously used, or at a point of delivery which has been used previously by another Customer, or each time a Customer changes his point of delivery or reconnects after voluntary disconnection to the same point of delivery, that Customer shall be charged a connection fee of \$10.00.

At the discretion of the Company, the connection fee may be waived for account holders such as landlords and real estate agents who accept, on a temporary basis, responsibility for the accounts of vacant residential units during the transitional time of vacancy in those cases where the cost to the Company of the physical discontinuance and restoration of electrical service would exceed the amount of the connection fee.

ELECTRIC SERVICE REGULATIONS: Service under this Schedule will be in accordance with the terms of the Electric Service Agreement between the Customer and the Company. The Electric Service Regulations of the Company on file with and approved by the Public Service Commission of the State of Utah, including future applicable amendments, will be considered as forming a part of and incorporated in said Agreement.

Exhibit B

Schedule 120

ROCKY MOUNTAIN POWER
ELECTRIC SERVICE SCHEDULE NO. 120
STATE OF UTAH

Plug-in Electric Vehicle Incentive Pilot Program

PURPOSE: This Schedule is intended to promote plug-in electric vehicle charging infrastructure and Time of Use (TOU) rates.

APPLICABLE: To Rocky Mountain Power and all Customers taking service under the Company’s General Service Schedules 1, 2, 2E, 3, 6, 6A, 6B, 7, 8, 9, 9A, 10, 11, 12, 15, 21, 23, 31, and 32.

CUSTOMER PARTICIPATION: Customer participation is voluntary and is initiated by following the participation procedures on the Company website. The Company shall have the right to qualify participants, at its discretion, based on criteria the Company considers necessary to ensure the effective operation of the measures, utility system, and program budget. Program details, requirements, and current incentive levels can be viewed on the Company’s website at www.rockymountainpower.net/pev.

Table 1 – Plug-in Electric Vehicle (PEV) Program Offerings

Category	Measure		Incentives “up to”
Residential Time of Use Pilot Program	Participation in Residential Time of Use Rate Electric Service Schedule 2E		\$200 per customer
Plug-in Electric Vehicle Charging Stations	Non-Residential & Multi-Family AC Level 2 Charger	Single Port	\$4,000 per charger up to 75% of total charger cost
		Multi-Port	\$7,000 per charger up to 75% of total charger cost
	Non-Residential & Multi-Family DC Fast Charger	Single Port	\$45,000 per charger up to 75% of total charger and installation costs
		Multi-Port	\$63,000 per charger up to 75% of total charger and installation costs
Custom	Non-Residential & Multi-Family Grant-Based Custom Projects and Partnerships		Custom

(continued)

Issued by authority of Report and Order of the Public Service Commission of Utah in Docket No. 16-035-36

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EFFECTIVE: July 1, 2017

ELECTRIC SERVICE SCHEDULE NO. 120 – Continued

AVAILABILITY: Availability for incentives listed in Table 1 above is subject to available funds. Availability of funds will be listed on the Company website and updated on a monthly basis.

SPECIAL CONDITIONS:

Time of Use Rate:

1. Eligibility criteria for participation may include, but is not limited to:
 - a. Customers must meet all participation requirements and special conditions established in Electric Service Schedule 2E.
2. Participation incentives for Electric Service Schedule 2E will be provided to customers shortly after enrollment.
3. Participants in the Time of Use Load Research Study are eligible for an additional incentive payment, as specified in Electric Service Schedule 121.

Non-Residential and Multi-Family AC Level 2 Charger Prescriptive Incentive:

1. To be eligible for an incentive, Customers must submit a Program Administrator approved post-purchase application and meet all Program requirements.
2. Incentives will be available on a first come first served basis with an annual cap.
3. The Company and its agents reserve the right to inspect installations.

Non-Residential and Multi-Family DC Fast Charger Prescriptive Incentive:

1. To be eligible for an incentive, Customers must submit a Program Administrator approved application(s), provide all required documentation, and receive pre-approval.
2. Equipment purchased or installed prior to receipt of the Company's pre-approval may not be eligible for incentives.
3. Pre-approval criteria may include, but is not limited to:
 - a. Location variables such as proximity to other DC Fast Chargers;
 - b. Overall benefits to the public;
 - c. Costs of project and incentive amount;
 - d. Technology being used;
 - e. Availability to the public; and
 - f. Number of chargers and per project caps.
4. Incentives will be available on a first come first served basis with an annual cap.
5. Customers must consent to provide charger usage data.
6. The Company and its agents reserve the right to inspect installations.

(continued)

Issued by authority of Report and Order of the Public Service Commission of Utah in Docket No. 16-035-36

FILED: May 16, 2017

EFFECTIVE: July 1, 2017

ELECTRIC SERVICE SCHEDULE NO. 120 – Continued

SPECIAL CONDITIONS: (continued)

Non-Residential and Multi-Family Grant-Based Custom Projects and Partnerships Incentive:

1. To be eligible for a custom incentive, Customers must submit a Program Administrator approved application(s), provide all required documentation, and go through a selection process.
2. The selection process may include, but is not limited to:
 - a. Location variables such as proximity to other charging infrastructure;
 - b. Overall benefits to the public;
 - c. Costs of project and incentive amount;
 - d. Technology being used;
 - e. Availability to the public;
 - f. Matching funds;
 - g. Innovative partnerships and projects that support plug-in electric vehicle infrastructure and education; and
 - h. Development of DC fast charging corridors
3. Customers must consent to provide charger usage data, if applicable.
4. Custom projects may be selected on a quarterly basis and will be limited to available funding.
5. The Company and its agents reserve the right to inspect installations.
6. Participants with new construction may submit an application for pre-approval, but will be held to all applicable timelines.

TERM: This Schedule terminates January 1, 2022, unless modified by order of the Public Service Commission of Utah.

ELECTRIC SERVICE REGULATIONS: Service under this Schedule will be in accordance with the terms of the Electric Service Agreement between the Customer and the Company. The Electric Service Regulations of the Company on file with and approved by the Public Service Commission of the State of Utah, including future applicable amendments, will be considered as forming a part of and incorporated in said Agreement.

ROCKY MOUNTAIN POWER
ELECTRIC SERVICE SCHEDULE NO. 120
STATE OF UTAH
Plug-in Electric Vehicle Incentive Pilot Program

PURPOSE: This Schedule is intended to promote plug-in electric vehicle charging infrastructure and Time of Use (TOU) rates.

APPLICABLE: To Rocky Mountain Power and all Customers taking service under the Company’s General Service Schedules 1, 2, 2E, 3, 6, 6A, 6B, 7, 8, 9, 9A, 10, 11, 12, 15, 21, 23, 31, and 32.

CUSTOMER PARTICIPATION: Customer participation is voluntary and is initiated by following the participation procedures on the Company website. The Company shall have the right to qualify participants, at its discretion, based on criteria the Company considers necessary to ensure the effective operation of the measures, utility system, and program budget. Program details, requirements, and current incentive levels can be viewed on the Company’s website at www.rockymountainpower.net/pev.

Table 1 – Plug-in Electric Vehicle (PEV) Program Offerings

Category	Measure		Incentives “up to”
<u>Residential</u> Time of Use Pilot Program	Participation in <u>Residential</u> Time of Use Rate in Electric Service Schedule 2E		\$200 per customer
Plug-in Electric Vehicle Charging Stations	<u>Non-Residential & Multi-Family</u> AC Level 2 Charger	Single Port	\$4,000 per charger up to 75% of total charger cost
		Multi-Port	\$7,000 per charger up to 75% of total charger cost
	<u>Non-Residential & Multi-Family</u> DC Fast Charger	Single Port	\$45,000 per charger up to 75% of total charger and installation costs
		Multi-Port	\$63,000 per charger up to 75% of total charger and installation costs
<u>Custom</u>	<u>Non-Residential & Multi-Family</u> Grant-Based Custom Projects and Partnerships		Custom

(continued)

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FILED: ~~April 27~~ May 16, 2017

EFFECTIVE: July 1, 2017

ELECTRIC SERVICE SCHEDULE NO. 120 – Continued

AVAILABILITY: Availability for incentives listed in Table 1 above is subject to available funds. Availability of funds will be listed on the Company website and updated on a monthly basis.

SPECIAL CONDITIONS:

Time of Use Rate:

1. Eligibility criteria for participation may include, but is not limited to:
 - a. Customers must meet all participation requirements and special conditions established in Electric Service Schedule 2E.
2. Participation incentives for Electric Service Schedule 2E will be provided to customers shortly after enrollment.
3. Participants in the Time of Use Load Research Study are eligible for an additional incentive payment, as specified in Electric Service Schedule 121.

Non-Residential and Multi-Family AC Level 2 Charger Prescriptive Incentive:

1. To be eligible for an incentive, Customers must submit a Program Administrator approved post-purchase application and meet all Program requirements.
2. Incentives will be available on a first come first served basis with an annual cap.
3. The Company and its agents reserve the right to inspect installations.

Non-Residential and Multi-Family DC Fast Charger Prescriptive Incentive:

1. To be eligible for an incentive, Customers must submit a Program Administrator approved application(s), provide all required documentation, and receive pre-approval.
2. Equipment purchased or installed prior to receipt of the Company's pre-approval may not be eligible for incentives.
3. Pre-approval criteria may include, but is not limited to:
 - a. Location variables such as proximity to other DC Fast Chargers;
 - b. Overall benefits to the public;
 - c. Costs of project and incentive amount;
 - d. Technology being used;
 - ~~e.~~ ~~Consent to provide charger usage data;~~
 - ~~f.~~ ~~e.~~ Availability to the public; and
 - ~~g.~~ ~~f.~~ Number of chargers and per project caps.
- ~~4.~~ ~~5.~~ Incentives will be available on a first come first served basis with an annual cap.
- ~~4.~~ ~~5.~~ Customers must consent to provide charger usage data.
- ~~5.~~ ~~6.~~ The Company and its agents reserve the right to inspect installations.

(continued)

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FILED: ~~April 27~~ May 16, 2017

EFFECTIVE: July 1, 2017

ELECTRIC SERVICE SCHEDULE NO. 120 – Continued

SPECIAL CONDITIONS: (continued)

Non-Residential and Multi-Family Grant-Based Custom Projects and Partnerships Incentive:

1. To be eligible for a custom incentive, Customers must submit a Program Administrator approved application(s), provide all required documentation, and go through a selection process.
2. The selection process may include, but is not limited to:
 - a. Location variables such as proximity to other charging infrastructure;
 - b. Overall benefits to the public;
 - c. Costs of project and incentive amount;
 - d. Technology being used;
 - ~~e.~~ ~~Consent to provide charger usage data;~~
 - ~~f.~~ ~~e.~~ Availability to the public;
 - ~~g.~~ ~~f.~~ Matching funds;
 - ~~h.~~ ~~g.~~ Innovative partnerships and projects that support plug-in electric vehicle infrastructure and education; and
 - ~~i.~~ ~~h.~~ Development of DC fast charging corridors
- ~~3.~~ ~~Customers must consent to provide charger usage data, if applicable.~~
- ~~3.~~ ~~4.~~ Custom projects may be selected on a quarterly basis and will be limited to available funding.
- ~~4.~~ ~~5.~~ The Company and its agents reserve the right to inspect installations.
- ~~5.~~ ~~6.~~ Participants with new construction may submit an application for pre-approval, but will be held to all applicable timelines.

TERM: This Schedule terminates January 1, 2022, unless modified by order of the Public Service Commission of Utah.

ELECTRIC SERVICE REGULATIONS: Service under this Schedule will be in accordance with the terms of the Electric Service Agreement between the Customer and the Company. The Electric Service Regulations of the Company on file with and approved by the Public Service Commission of the State of Utah, including future applicable amendments, will be considered as forming a part of and incorporated in said Agreement.

Exhibit C

Schedule 121

ROCKY MOUNTAIN POWER

ELECTRIC SERVICE SCHEDULE NO. 121

STATE OF UTAH

Plug-in Electric Vehicle Load Research Study Program

PURPOSE: To study the load profiles of customers who have plug-in electric vehicles that are registered with the Department of Motor Vehicles to the Customer or are registered to the site address under which electric service is provided.

APPLICABLE: To Rocky Mountain Power and all residential Customers with AC Level 2 Electric Vehicle Chargers taking service under the Company's Schedules 1, 2E, and 3.

CUSTOMER PARTICIPATION: Customer participation is voluntary and is initiated by the Company for randomly selected Customers who the Company's information indicates have a plug-in electric vehicle registered with the Department of Motor Vehicles in the Customer's name or at the Customer's site address. The Company shall have the right to qualify participants, at its discretion, based on criteria the Company considers necessary to ensure the effective operation of the load research study.

COMMITMENT PERIOD: Customers who agree to participate commit to remaining on the program for a term of not less than one year.

THANK YOU PAYMENT: At the end of the commitment period and upon completion of a survey, Customers who participate in the Load Research Study program who fully meet all its requirements shall receive a \$200 "thank you" payment from the Company. Customers may also be eligible for a separate incentive for participating in the Time of Use Pilot Program as specified in Schedule 120.

Load Research Study Program: Customers selected for the Load Research Study Program will be randomly selected by the Company to participate in either Rate Option 1 or Rate Option 2 on Schedule 2E or the Control Group, which will remain on Residential Schedule 1. After notifying selected Customers, each Customer must agree to participate in the Load Research Study. Selected Customers who do not agree to participate within any deadlines which may be specified by an offer extended from the Company to the Customer may be rendered ineligible for this program.

Control Group: During the commitment period, Customers selected to be in the Control Group may not receive service from Electric Service Schedule 2 or Schedule 2E and may not simultaneously participate in Net Metering (Schedule 135) or Subscriber Solar (Schedule 73).

(continued)

Issued by authority of Report and Order of the Public Service Commission of Utah in Docket No. 16-035-36

FILED: May 16, 2017

EFFECTIVE: July 1, 2017

ELECTRIC SERVICE SCHEDULE NO. 121 – Continued

Rate Option 1 or Rate Option 2: During the commitment period, Customers selected to take service from Rate Option 1 or Rate Option 2 may not simultaneously participate in Net Metering (Schedule 135) or Subscriber Solar (Schedule 73). Customers selected to be in these groups will be eligible for the Guarantee Payment described in Schedule 2E.

SPECIAL CONDITIONS:

1. Customers participating in this program who are selected to be on one of the rate options on Schedule 2E, must remain on that rate option and otherwise abide by the conditions specified in Schedule 2E for the full commitment period.
2. Customers shall provide safe and unobstructed access to the Company's meter.

TERM: This Schedule terminates January 1, 2022, unless modified by order of the Public Service Commission of Utah.

ELECTRIC SERVICE REGULATIONS: Service under this Schedule will be in accordance with the terms of the Electric Service Agreement between the Customer and the Company. The Electric Service Regulations of the Company on file with and approved by the Public Service Commission of the State of Utah, including future applicable amendments, will be considered as forming a part of and incorporated in said Agreement.

ROCKY MOUNTAIN POWER

ELECTRIC SERVICE SCHEDULE NO. 121

STATE OF UTAH

Plug-in Electric Vehicle Load Research Study Program

PURPOSE: To study the load profiles of customers who have plug-in electric vehicles that are registered with the Department of Motor Vehicles to the Customer or are registered to the site address under which electric service is provided.

APPLICABLE: To Rocky Mountain Power and all residential Customers with AC Level 2 Electric Vehicle Chargers taking service under the Company's Schedules 1, 2E, and 3.

CUSTOMER PARTICIPATION: Customer participation is voluntary and is initiated by the Company for randomly selected Customers who the Company's information indicates have a plug-in electric vehicle registered with the Department of Motor Vehicles in the Customer's name or at the Customer's site address. The Company shall have the right to qualify participants, at its discretion, based on criteria the Company considers necessary to ensure the effective operation of the load research study.

COMMITMENT PERIOD: Customers who agree to participate commit to remaining on the program for a term of not less than one year~~until the load research study's completion.~~

THANK YOU PAYMENT: At the end of the commitment period and upon completion of a survey, Customers who participate in the Load Research Study program who fully meet all its requirements shall receive a \$200 "thank you" payment from the Company. Customers may also be eligible for a separate incentive for participating in the Time of Use Pilot Program as specified in Schedule 120.

Load Research Study Program: Customers selected for the Load Research Study Program will be randomly selected by the Company to participate in either Rate Option 1 or Rate Option 2 on Schedule 2E or the Control Group, which will remain on Residential Schedule 1. After notifying selected Customers, each Customer must agree to participate in the Load Research Study. Selected Customers who do not agree to participate within any deadlines which may be specified by an offer extended from the Company to the Customer may be rendered ineligible for this program.

Control Group: During the commitment period, Customers ~~en~~selected to be in the Control Group may not receive service from Electric Service Schedule 2 or Schedule 2E and may not simultaneously participate in Net Metering (Schedule 135) or Subscriber Solar (Schedule 73).

(continued)

Issued by authority of Report and Order of the Public Service Commission of Utah in Docket No. 16-035-36

FILED: ~~April 27~~ May 16, 2017

EFFECTIVE: July 1, 2017

ELECTRIC SERVICE SCHEDULE NO. 121 – Continued

Rate Option 1 or Rate Option 2: During the commitment period, Customers selected to take service from Rate Option 1 or Rate Option 2 may not simultaneously participate in Net Metering (Schedule 135) or Subscriber Solar (Schedule 73). Customers selected to be in these groups will be eligible for the Guarantee Payment described in Schedule 2E.

SPECIAL CONDITIONS:

1. Customers participating in this program who are selected to be on one of the rate options on Schedule 2E, must remain on that rate option and otherwise abide by the conditions specified in Schedule 2E for the full commitment period.
2. Customers shall provide safe and unobstructed access to the Company's meter.

TERM: This Schedule terminates January 1, 2022, unless modified by order of the Public Service Commission of Utah.

ELECTRIC SERVICE REGULATIONS: Service under this Schedule will be in accordance with the terms of the Electric Service Agreement between the Customer and the Company. The Electric Service Regulations of the Company on file with and approved by the Public Service Commission of the State of Utah, including future applicable amendments, will be considered as forming a part of and incorporated in said Agreement.

Exhibit D

EV TOU Pilot Report Requirements

Exhibit D

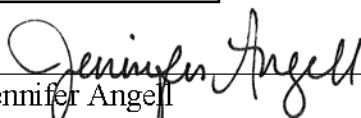
EV TOU Pilot Report Requirements

- Estimated capacity reduction at the time of the Company's peaks
- Graphical illustrations of the differences in hourly energy consumption
- Differences in overall energy consumption
- Average annual bill savings
- Total change in annual revenue
- Customer retention rate
- Timing and extent of enrollment
 - Survey responses to the following questions:
 - Where did the customer hear about the rate?
 - How satisfied is the customer with the rate?
 - Does the customer think he or she saved money?
 - Why did the customer enroll in the rate?
 - What changes did the customer make to save money on the rate?
 - Did the rate make any difference in the customer's decision to buy or lease an EV?
 - Does the customer have central air conditioning or electric heat?
 - How many and what type of electric vehicles does the customer have?
 - Does the customer use a level 1 or a level 2 charger?
 - Does the customer use their EV's built-in scheduling functions to charge the EV at specific times?
 - If so, for what times does the customer typically schedule the charge to take place?
 - To what extent does the customer charge his or her electric vehicle(s) away from home?
 - Did the customer recommend the rate to his or her friends?
 - What were the customer's biggest challenges of being on the rate?
- An analysis of the results of the load research program
- An analysis of the survey responses of the PEV TOU pilot project participants
- An analysis of the costs and benefits attributable to the PEV TOU program components for both PEV TOU program participants and non-participants
- A statistical analysis of the differences in hourly energy consumption between the TOU pilot project participants on Rate Options 1 and 2
- Number of ASG customers who used the one-time option to move from Option 1 to Option 2 and vice versa. Provide any reasons given by the customer at the time of change, if available.

CERTIFICATE OF SERVICE

I hereby certify that on May 16, 2017, a true and correct copy of the foregoing was served by electronic mail on the following:

OFFICE OF CONSUMER SERVICES
Michele Beck (C) - mbeck@utah.gov
UTAH DIVISION OF PUBLIC UTILITIES
Erika Tedder (C) - etedder@utah.gov
ASSISTANT UTAH ATTORNEYS GENERAL
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Jennifer Angell
Supervisor, Regulatory Operations