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SERVICE COMMISSION

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To the Public Service Commission of Utah

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September 13, 2021

This is an unsolicited letter in support of continuing the *"Residential Service – Electric Vehicle Time-of-Use Pilot Option - Temporary Schedule 2E"* tariff beyond its current sunset date of December 31, 2021.

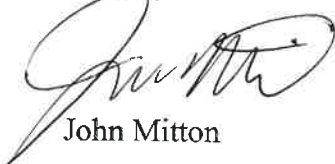
I am a Rocky Mountain Power (RMP) customer who opted-in to Tariff Schedule 2E and Rate Option 2. My experience with RMP and this load research study has been favorable thus far. Installation of the Time of Use meter was efficient and minimally disruptive. Invoicing has been clear and understandable as to energy usage during peak and off-peak hours.

Setting up the electric vehicle (EV) to charge during off-peak hours was a straightforward task of referring to the owner's manual and making a few selections on the vehicle setup screens. Setting the home's smart thermostat to avoid use of air conditioning during peak hours required less than ten minutes. As the home is well-insulated, we have found that even during the hottest days of summer, use of a Whole House Fan in the morning followed by air conditioning up until 3:00 pm provides comfort for most of the Peak Hours, without additional air conditioning required until approximately 7:00 PM. Other appliances (esp. dishwasher, clothes washer and dryer) can also be set to run during Off-Peak hours too.

We have a Vehicle-to-Home (V2H) device which provides up to 5 kW of power output at 240 volts from the vehicle's traction battery. This output should be adequate to run our air conditioner during Peak hours. However, it makes no financial sense for us to make the investment in V2H integration without certainty that Schedule 2E will continue for at least another five years. For 2022 onward have considered moving to the Schedule 2 Time of Use tariff, but this simply doesn't pencil out.

Please help us do our part to limit stress on Utah's power grid during Peak hours by making Schedule 2E permanent.

Thank you,



John Mitton