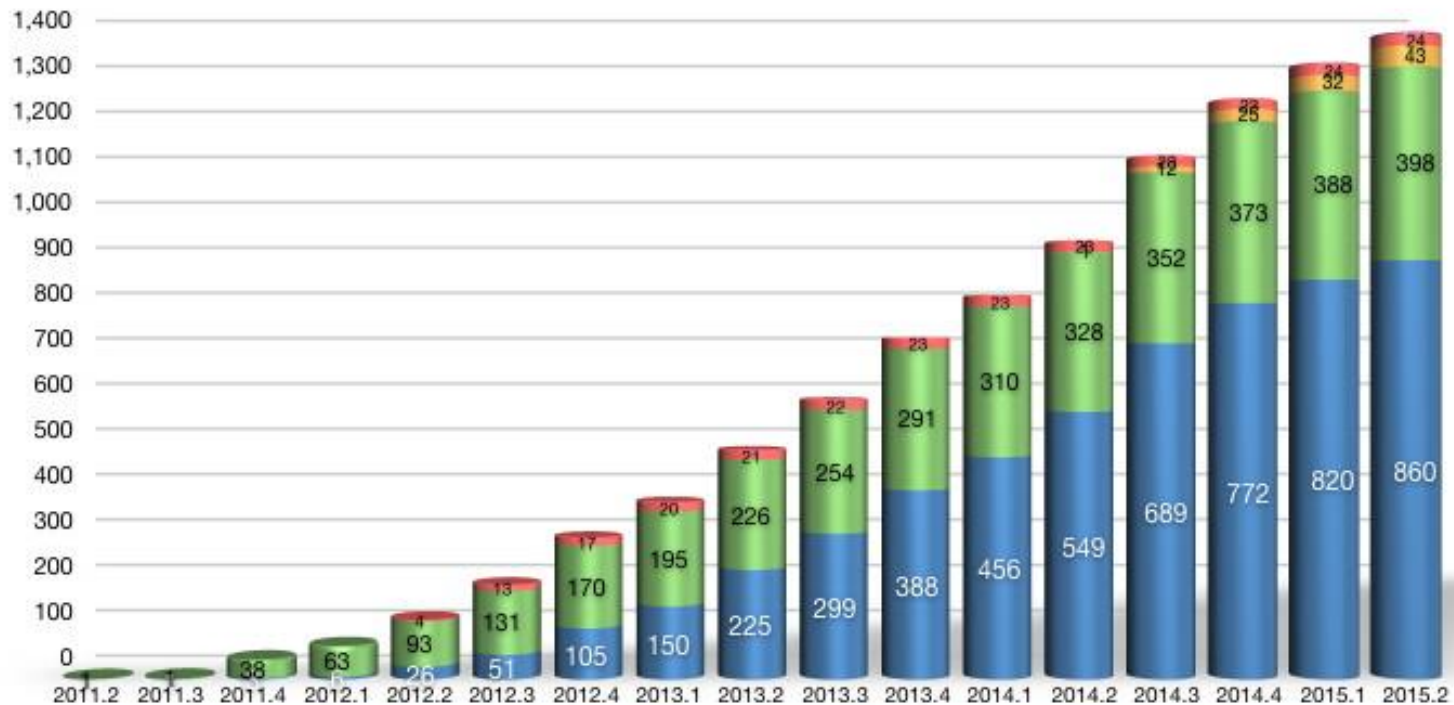


# Current Conditions – Utah Plug in Vehicles

## Cumulative Plug-In Vehicle Sales in Utah by Quarter

■ Nissan LEAF 
 ■ Chevy Volt 
 ■ BMW i3 
 ■ Prius Plug-In 
 ■ BMW i8



# Current Involvement and Issues

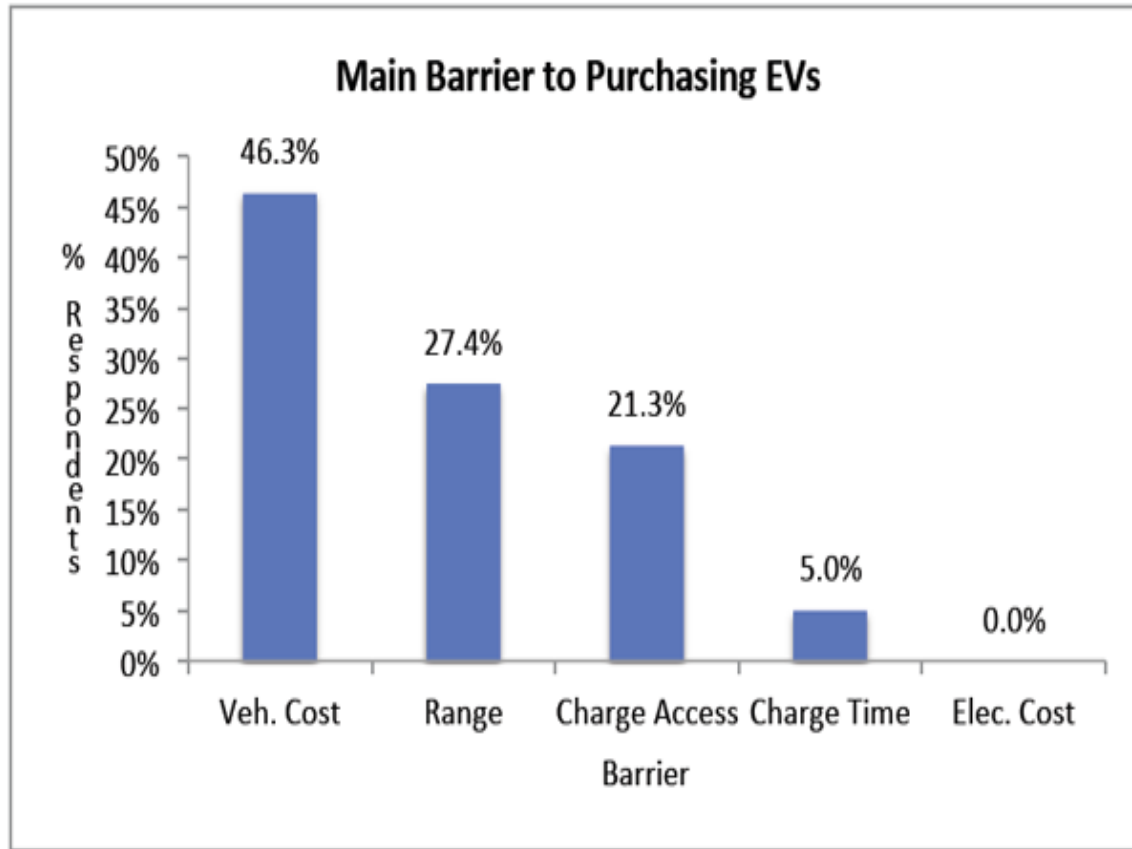
- The Company has a team that monitors alternative fuel legislation, manages potential impacts and leverages opportunities to reduce emissions and continues to address cost impact to our ratepayers.
- The Company helped secure added language to Utah Public Service Commission Electric Service Regulation 4 to clarify that electric vehicle (EV) battery charging service is not considered resale of electricity.  
*A Customer taking Electric Service under a general service schedule may sell electric vehicle battery charging services. Electric vehicle battery charging is not considered resale of electricity.*
- As part of our ongoing commitment to the environment and our customers, we are working with various groups to explore opportunities and promote the use of alternative fuel vehicles. We are also continually working to reduce the emissions of our vehicle fleet (Idle Free and AVL).
- Rocky Mountain Power recently took delivery of its first electric fleet vehicles and has committed to invest 5% of our vehicle replacement budget to electric vehicles over the next 10 years.

# Goals

1. More electric vehicles in Utah.
2. Work toward enhancing the electric grid. Initially:
  - Gain understanding of customer charging patterns
  - Review the coincidence of electric vehicle charging with Utah system peak.
  - Increase understanding of the impact of electric vehicles on the distribution system.



# Electric Vehicle Market Barriers



*(Matthew I. Slavin, 2013)*

# Electric Vehicle Incentives - Optional Portfolio

**Residential Level 2 Charging Incentive:** An incentive for residential Level 2 Charging will be available to Rocky Mountain Power customers who currently own or lease a qualifying all-electric or plug-in hybrid electric vehicle. In order to receive the incentive, customers must install a qualifying Level 2 charger and agree to allow Rocky Mountain Power to pull charging data.

**Electric Vehicle Charging Infrastructure:** A portion of the annual budget will be utilized to fund opportunities for privately-owned and -operated non-residential Level 2 and fast-charging infrastructure within the Rocky Mountain Power Utah service territory.

**Time of Use Rates:** For all-electric or plug-in hybrid electric vehicle owners with Rocky Mountain Power service connections, the Company may develop a pilot program for time of use rates that incentivize the purchase of electric vehicles and encourage off-peak charging.

**Solar Energy Incentive:** For all new all-electric or plug-in hybrid electric vehicles purchased or leased by Rocky Mountain Power customers, the Company proposes an option to provided available blocks of subscriber solar – for a set period of time - to EV customers in order to provide 100% renewable power as “fuel.”

*\*Program design subject to change after stakeholder input and PSC review –  
These proposals are all tentative pending approval by stakeholders and  
regulatory bodies.*