

Schedule No. EVCCR-TOU
ELECTRIC VEHICLE COMMERCIAL CHARGING RIDER TIME-OF-USE

(N)

APPLICABLE

This rider is offered to bundled service Customers who, in conjunction with the Utility's Optional Large General Service – 1 – Time-of-Use (OLGS-1 TOU), Large General Service – 2 (LGS-2), and Large General Service – 3 (LGS-3) rate schedules, who install separately metered direct current Fast-Charging Electric Vehicle ("EV") charging stations. This rider is applicable only to those services used for the primary function of charging electric vehicles and excludes ancillary services. Customers billed on the GSEVRR-TOU schedule are not eligible for this rider.

Participation in this rider is limited to 225 installed meters in total within Nevada Power Company's service territory and will be applied on a first-come, first served basis. The ten-year Demand Rate Reduction Transition Period, as defined in Special Condition 3 of this rider schedule, begins on April 1, 2019 and ends April 1, 2029.

TERRITORY

Entire Nevada Service Area, as specified.

RATES

In addition to all other rates of the applicable rate schedule set forth in the currently effective Statement of Rates that is incorporated herein by reference, customers on this rider schedule shall be credited with a \$/kW Demand Rate Reduction and billed an incremental \$/kWh Transition Rate Adder over a ten-year transition period. The \$/kW reduction and \$/kWh adder rates will follow the transition schedule detailed in Special Condition 3 of this schedule. Bundled rates can be found beginning on PUCN Sheet No. 10.

This rider schedule replaces a portion of the otherwise applicable schedule's maximum kW Time-of-Use Demand charges, through a Demand Rate Reduction applied during the ten-year transition period. The reduction is offset with Time-of-Use \$/kWh Transition Rate Adders that are in addition to the billed TOU volumetric rates of the otherwise applicable schedule.

Special Off-peak periods and rate reductions are also applicable to the customer's consumption during the Electric Vehicle Recharge Rider (EVRR) period as defined in Special Condition 4 of this schedule.

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MINIMUM CHARGE

The minimum charge for service hereunder shall be the sum of the Basic Service Charge and the Additional Meter Charge of the otherwise applicable time-of-use rate schedule.

LATE CHARGE

The Utility may charge a fee as set forth in Schedule MC for the late payment of a bill.

SPECIAL CONDITIONS

1. **Definitions.** As used in this Rider, unless the text otherwise requires, the capitalized words and terms defined in this condition and Rules 1 and 15 shall have the meaning ascribed to them.
 - A. Fast-Charger means a charging system connected to a three-phase electrical system with a minimum of 50 kW output.
 - B. Charging station means the infrastructure that supplies electric energy for the recharging of electric vehicles, such as plug-in electric vehicles, including electric cars, neighborhood electric vehicles and plug-in hybrids, through one or more chargers installed at one location.

2. **UEC.** The Universal Energy Charge (UEC), pursuant to NAC 702.150 through 702.450, will go to fund the Nevada fund for energy assistance and conservation. Under certain circumstances, Customers will be refunded amounts paid in excess of \$25,000 per calendar quarter. The Commission will administer the collection of the UEC, certify exemptions, and administer refunds. Exemptions are generally kWh sold to:
 - a) Any governmental agency, including the State of Nevada and any political subdivision thereof, and
 - b) Any Customer using electrolytic-manufacturing processes.

Except as provided above, all kWh sold are subject to the charge. For Customer-generators served hereunder, as provided for in NRS 704.773, all kWh provided or delivered to the Customer-generator by the Utility is subject to the charge. The UEC is not subject to the charges applicable under the Tax Adjustment Charge.

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SPECIAL CONDITIONS (Continued)

3. **Transition to Cost-Based Rates Schedule.** The ten-year transition period adjustments to rates of the otherwise applicable schedule ends on April 1, 2029. The schedule in which the Demand Rate Reduction and Transition Rate Adders are applicable, is as follows:

<u>Start Date</u>	<u>Transition Schedule</u>
April 1, 2019	100%
April 1, 2020	90%
April 1, 2021	80%
April 1, 2022	70%
April 1, 2023	60%
April 1, 2024	50%
April 1, 2025	40%
April 1, 2026	30%
April 1, 2027	20%
April 1, 2028	10%

4. **Time-of-Use Periods.** In addition to the TOU periods defined under the applicable rate schedules, this rider provides daily time periods for a reduced rate during a Special EV Recharge periods based upon Pacific Standard Time/Pacific Daylight Time and defined as follows:

Summer (June - September)
EV Recharge Period 10:01 p.m. – 7:00 a.m.

Winter (October – May)
EV Recharge Period 10:01 p.m. – 7:00 a.m.

5. **Terms of Service.** Prior to receiving service under this rate schedule, the Customer must disclose to the Company the number of individual vehicle chargers to be installed at the electric vehicle charging station, the type and capacity of each vehicle charger installed, and the maximum number of vehicles that can simultaneously use the station to recharge batteries. A Customer receiving service under this Schedule may elect to switch to another applicable rates schedule but only after receiving service under this Schedule for a minimum of 12 (twelve) consecutive months. If a Customer elects to discontinue service on this Schedule, the Customer will not be permitted to return to this Schedule for a period of one year.

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SPECIAL CONDITIONS (Continued)

6. **Metering.** The Meter at the Point of Delivery will be used to meter the Customer's usage for the EV charging stations. The Customer shall supply, at no expense to the Utility, a suitable location for meters and associated equipment used for billing and for research.
7. **Interconnection.** Customers taking service under this rider shall have no electrical interconnection beyond the Utility's Point of Delivery between electrical loads eligible for service under this Schedule and any other electrical loads.
8. **Limitation of Service.** For the purpose of this rider, charging stations must be operable for Electric vehicles limited to those defined in NRS 482.135 excepting that golf carts (NRS 482.044) and electric personal assistive mobility devices (NRS 482.029) shall not be eligible for service under this Schedule.

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