

**STANDARD PRICING SCHEDULE: CCR
RIDER FOR COGEN CREDIT**

STATE OF OKLAHOMA

EFFECTIVE IN: The Oklahoma Retail Jurisdiction.

APPLICABILITY: This rider is applicable to and becomes a part of each Oklahoma retail rate schedule to which the Company's Fuel Cost Adjustment rider (Standard Pricing Schedule FCA) applies. However, this rider is not a part of the FCA rider.

DESCRIPTION: This rider is designed to return purchased capacity cost reductions and any change in Operation and Maintenance (O&M) costs related to cogeneration.

DETERMINATION OF THE COGEN CREDIT RIDER FOR THE YEAR 2017: Each Customer Class will have specific CCR factors for May 1, 2017 through December 31, 2017. The base kWh and kW for each customer class are the Applicable *Pro Forma* kWh and kW adjusted for changes in special contracts from Cause No. PUD 201500273. The kWh for subsequent annual calendar billing periods shall be further adjusted by an annual 1.5% growth factor. The Company reserves the right to adjust the kWh and kW between Causes if necessary. The following formula illustrates the steps to calculate the annual kWh:

Formula for all classes except Power & Light (PL, PL-TOU), Large Power & Light (LPL-TOU) and Public Schools Demand (PS-LG):

$$Class\ CCR_{\text{per kWh(yr)}} = \frac{Cogen\ Credit_{(yr)} * x\ Class\ Production\ Allocator}{Proforma\ Class\ Test\ Year\ kWhs\ x\ (1.015)^{(n)}}$$

Formula for PL, PL-TOU, LPL-TOU and PS-LG classes (energy only):

$$Class\ CCR_{\text{per kWh(yr)}} = \frac{Cogen\ Credit_{(yr)} * x\ Class\ Production\ Allocator\ x\ 4.2\ \% **}{Proforma\ Class\ Test\ Year\ kWhs\ x\ (1.015)^{(n)}}$$

Where: n = 2 for April – June, 2017 and n = 3 for July – December, 2017.

Note 1: 1.5% Forecasted Annual kWh Growth, weather adjusted.

Rates Authorized by the Oklahoma Corporation Commission:

(Effective)	(Order No.)	(Cause/Docket No.)
May 1, 2017	662059	PUD 201500273
January 1, 2017	569281	PUD 200800398
January 5, 2016	569281	PUD 200800398
January 6, 2003	470044	PUD 200100455 (original)

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Note 2: PUD 201500273 Oklahoma cogeneration-related Production class allocation factors or the most recently approved Oklahoma cogeneration-related Production allocator by class.

* Cogen Credits or the actual amount of the capacity cost reduction and O&M cost changes for the each year (before true-up) are:

April – December, 2017 – (\$4,657,997)

** 4.2% is energy percentage of total cogeneration dollars for PL, LPL and PS-LG.

CCR Class kWh, Allocators and Factors per kWh for July 2016 and later

<u>Class</u>	<u>PUD 201500273</u> <u>Class kWh</u>	<u>Allocators (%)</u>
Residential	8,592,020,541	45.7088
General Service	1,510,308,233	9.2128
Public Schools–SM	259,013,575	1.1618
Oil Gas Producers	301,182,293	0.7003
Power & Light	7,058,453,539	26.2237
Public Schools–LG	190,096,138	0.7410
Large Power & Light	6,301,564,572	15.4712
Municipal Water Pumping	132,064,240	0.3279
Municipal Lighting	90,638,712	0.2028
<u>Outdoor Security Light</u>	<u>111,306,253</u>	<u>0.2497</u>
Total OK Retail (Less SC)***	24,546,648,096	100.0000

<u>Class</u>	<u>N/A</u> <u>\$</u>	<u>May 1, 2017</u> <u>Factor</u> <u>\$</u>
Residential	(0.0)	(0.0)
General Service	(0.0)	(0.0)
Public Schools – SM	(0.0)	(0.0)
Oil Gas Producers	(0.0)	(0.0)
Power & Light (PL & PL-TOU)	(0.0)	(0.0)
Public Schools – LG	(0.0)	(0.0)
Large Power & Light TOU	(0.0)	(0.0)
Municipal Water Pumping	(0.0)	(0.0)
Municipal Lighting	(0.0)	(0.0)
Outdoor Security Light	(0.0)	(0.0)

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*** Including anticipated expiration of some special contracts (SC).

Formula for class demand dollars for PL, PL-TOU, LPL-TOU and PS-LG customer classes (demand only):

$$Class\ Demand\ Dollars_{(yr)} = Cogen\ Credit_{(yr)} \times Class\ Production\ Allocator \times 95.8\% \text{ ****}$$

***95.8% is demand percentage of total cogeneration dollars for PL, LPL and PS-LG.

<u>Class</u>	<u>kW Component</u>	<u>Service Level</u>	<u>N/A</u> \$	<u>May 1, 2017</u> Factor \$	
Power & Light	Summer Maximum	1	(0.0)	(0.0)	
	Winter Maximum	1	(0.0)	(0.0)	
	Summer Maximum	2	(0.0)	(0.0)	
	Winter Maximum	2	(0.0)	(0.0)	
	Summer Maximum	3 & 4	(0.0)	(0.0)	
	Winter Maximum	3 & 4	(0.0)	(0.0)	
	Summer Maximum	5	(0.0)	(0.0)	
	Winter Maximum	5	(0.0)	(0.0)	
	Power & Light TOU	On-Peak Hours	1	(0.0)	(0.0)
		Winter Maximum	1	(0.0)	(0.0)
On-Peak Hours		2	(0.0)	(0.0)	
Winter Maximum		2	(0.0)	(0.0)	
On-Peak Hours		3 & 4	(0.0)	(0.0)	
Winter Maximum		3 & 4	(0.0)	(0.0)	
On-Peak Hours		5	(0.0)	(0.0)	
Winter Maximum		5	(0.0)	(0.0)	

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<u>Class</u>	<u>kW Component</u>	<u>Service Level</u>	<u>N/A</u> \$	<u>May 1, 2017</u> \$ <u>Factor</u>	
Back Up Service	Summer Daily On-Peak	1	(0.0)	(0.0)	
	Summer Daily Maximum	1	(0.0)	(0.0)	
	Summer Minimum	1	(0.0)	(0.0)	
	Winter Daily Maximum	1	(0.0)	(0.0)	
	Winter Minimum	1	(0.0)	(0.0)	
	Summer Daily On-Peak	2	(0.0)	(0.0)	
	Summer Daily Maximum	2	(0.0)	(0.0)	
	Summer Minimum	2	(0.0)	(0.0)	
	Winter Daily Maximum	2	(0.0)	(0.0)	
	Winter Minimum	2	(0.0)	(0.0)	
	Summer Daily On-Peak	3 & 4	(0.0)	(0.0)	
	Summer Daily Maximum	3 & 4	(0.0)	(0.0)	
	Summer Minimum	3 & 4	(0.0)	(0.0)	
	Winter Daily Maximum	3 & 4	(0.0)	(0.0)	
	Winter Minimum	3 & 4	(0.0)	(0.0)	
Maintenance Service	Contracted Maintenance	3 & 4	(0.0)	(0.0)	
	Contracted Maintenance	5	(0.0)	(0.0)	
	Public Schools-LG	Summer Maximum	All	(0.0)	(0.0)
		Winter Maximum	All	(0.0)	(0.0)

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<u>Class</u>	<u>kW Component</u>	<u>Service Level</u>	<u>N/A</u> \$	<u>May 1, 2017</u> \$ <u>Factor</u>
Public Schools–LG–TOU	Summer On-Peak Hours	All	(0.0)	(0.0)
	Winter Maximum	All	(0.0)	(0.0)
Large Power & Light TOU	On-Peak Hours	1	(0.0)	(0.0)
	Winter Maximum	1	(0.0)	(0.0)
	On-Peak Hours	2	(0.0)	(0.0)
	Winter Maximum	2	(0.0)	(0.0)
	On-Peak Hours	3 & 4	(0.0)	(0.0)
	Winter Maximum	3 & 4	(0.0)	(0.0)
	On-Peak Hours	5	(0.0)	(0.0)
	Winter Maximum	5	(0.0)	(0.0)

TRUE-UP MECHANISM: The CCR will be adjusted by the amount of the calculated difference between the actual Cogen Capacity and O&M cost changes (allocated to class) of the applicable time period versus the collected CCR class amounts of that same time period. Any applicable true up shall include any true up still not collected or credited to customers from previous CCR tariff periods. A running class balance reflecting the difference between actual costs and collected costs shall be maintained.

By the 15th of November of each remaining year of this rider, a worksheet and updated rider reflecting the next year’s CCR class factors will be prepared and submitted to the OCC Staff for their review. By the 15th of December of each remaining year, the OCC Staff will return the reviewed and approved worksheet and rider to the Company to be implemented beginning with the next January revenue month.

After the termination of the CCR rider, the calculated true-up difference between actual costs and collected costs (whether it is a credit or surcharge) will be included in the next month’s Fuel Cost Adjustment calculation after OCC Staff approval or the difference shall be incorporated into any approved future CCR approved by the Commission.

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