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

#### STATE OF OKLAHOMA

**EFFECTIVE IN:** The Oklahoma Retail Jurisdiction.

**<u>APPLICABILITY</u>:** 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 BEGINNING ON THE FIRST BILLING CYCLE OF JANUARY 2017 AND CONTINUING UNTIL THE IMPLEMENTATION OF NEW RATES FROM A GENERAL RATE CASE REVIEW:

Each Customer Class beginning with August 2009 billing will have specific CCR factors for each year. The base kWh and kW for each customer class are the Applicable Proforma kWh and kW adjusted for changes in special contracts from Cause No. PUD 200800398. The kWh for subsequent annual calendar billing periods (beginning January 2011) 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), Large Power & Light (LPL) and Public Schools Demand (PS-D):

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

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

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

*Where:* n = 7 *for* 2017.

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

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Note 2: PUD 201100087 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:

2017 - (\$24,145,856)

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

### CCR Class kWh, Allocators and Factors per kWh for August 2009 and later

	PUD 201100087	
Class	<u>Class kWh</u>	<u>Allocators (%)</u>
Residential	8,323,772,954	47.2696
General Service	1,602,118,765	9.3065
Public Schools–ND	235,104,417	0.9851
Oil Gas Producers	187,140,638	0.4970
Power & Light	6,327,327,153	24.4598
Public Schools–D	148,947,026	0.5243
Large Power & Light	5,674,010,206	16.1467
Municipal Water Pumping	132,082,119	0.3517
Municipal Lighting	52,796,592	0.2085
Outdoor Security Light	<u>104,753,172</u>	<u>0.2508</u>
Total OK Retail (Less SC)***	22,788,053,042	100.0000
		2017
<u>Class</u>	<u>N/A</u>	<b>Factor</b>
	<u>N/A</u> \$	\$
Residential	(0.0)	(0.001235)
General Service	(0.0)	(0.001264)
Public Schools – ND	(0.0)	(0.000912)
Oil Gas Producers	(0.0)	(0.000578)
Power & Light	(0.0)	(0.000035)
Public Schools – D	(0.0)	(0.000032)
Large Power & Light	(0.0)	(0.000026)

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Municipal Water Pumping	(0.0)	(0.000579)		
Municipal Lighting	(0.0)	(0.000859)		
Outdoor Security Light	(0.0)	(0.000521)		

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

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

Class Demand Dollars  $(yr) = Cogen Credit_{(yr)} x Class Production Allocator x 95.8 % **** ***95.8% is demand percentage of total cogeneration dollars for PL, LPL and PS-D.$ 

<u>Class</u>	kW <u>Component</u>	Service <u>Level</u>	<u>N/A</u> \$	2017 <u>Factor</u> \$
Power & Light	Summer Maximum	1	(0.00)	(0.12)
	Winter Maximum	1	(0.00)	(0.12)
	Summer Maximum	2	(0.00)	(0.12)
	Winter Maximum	2	(0.0)	(0.12)
	Summer Maximum	3 & 4	(0.0)	(0.26)
	Winter Maximum	3 & 4	(0.0)	(0.26)
	Summer Maximum	5	(0.0)	(0.36)
	Winter Maximum	5	(0.0)	(0.36)
Power & Light TOU	On-Peak Hours	1	(0.0)	(0.01)
	Winter Maximum	1	(0.0)	(0.01)
	On-Peak Hours	2	(0.0)	(0.24)
	Winter Maximum	2	(0.0)	(0.24)
	On-Peak Hours	3 & 4	(0.0)	(0.25)
	Winter Maximum	3 & 4	(0.0)	(0.25)
	On-Peak Hours	5	(0.0)	(0.32)
	Winter Maximum	5	(0.0)	(0.32)

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OKLAHOMA GAS AND ELECTRIC COMPANY P. O. Box 321 Oklahoma City, Oklahoma 73101 8<sup>th</sup> Revised Sheet No. <u>51.63</u> Replacing 7<sup>th</sup> Revised Sheet No. <u>51.63</u> Date Issued <u>October 31, 2016</u>

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<u>Class</u>	kW <u>Component</u>	Service <u>Level</u>	<u>N/A</u> \$	<b>2017</b> <u>Factor</u> \$
Back Up Service	Summer Daily On-Peak	1	(0.0)	(0.12)
• F ~	Summer Daily Maximum	1	(0.0)	(0.12)
	Summer Minimum	1	(0.0)	(0.12)
	Winter Daily Maximum	1	(0.0)	(0.12)
	Winter Minimum	1	(0.0)	(0.12)
	Summer Daily On-Peak	2	(0.0)	(0.12)
	Summer Daily Maximum	2	(0.0)	(0.12)
	Summer Minimum	2	(0.0)	(0.12)
	Winter Daily Maximum	2	(0.0)	(0.12)
	Winter Minimum	2	(0.0)	(0.12)
	Summer Daily On-Peak	3 & 4	(0.0)	(0.26)
	Summer Daily Maximum	3 & 4	(0.0)	(0.26)
	Summer Minimum	3 & 4	(0.0)	(0.26)
	Winter Daily Maximum	3 & 4	(0.0)	(0.26)
	Winter Minimum	3 & 4	(0.0)	(0.26)
	Summer Daily On-Peak	5	(0.0)	(0.36)
	Summer Daily Maximum	5	(0.0)	(0.36)
	Summer Minimum	5	(0.0)	(0.36)
	Winter Daily Maximum	5	(0.0)	(0.36)
	Winter Minimum	5	(0.0)	(0.36)
Maintenance Service	Contracted Maintenance	3 & 4	(0.0)	(0.26)
	Contracted Maintenance	5	(0.0)	(0.36)
Public Schools-D	Summer Maximum	All	(0.0)	(0.23)
	Winter Maximum	All	(0.0)	(0.23)

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<u>Class</u>	kW <u>Component</u>	Service <u>Level</u>	<u>N/A</u> \$	2017 <u>Factor</u> \$
Public Schools–D–TOU	Summer On-Peak Hours	All	(0.0)	(0.20)
	Winter Maximum	All	(0.0)	(0.20)
Large Power & Light TOU	On-Peak Hours	1	(0.0)	(0.34)
	Winter Maximum	1	(0.0)	(0.34)
	On-Peak Hours	2	(0.0)	(0.32)
	Winter Maximum	2	(0.0)	(0.32)
	On-Peak Hours	3 & 4	(0.0)	(0.34)
	Winter Maximum	3 & 4	(0.0)	(0.34)
	On-Peak Hours	5	(0.0)	(0.42)
	Winter Maximum	5	(0.0)	(0.42)

**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 15<sup>th</sup> 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 15<sup>th</sup> 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

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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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