

October 9, 2019

***VIA ELECTRONIC FILING***

Public Utility Commission of Oregon  
201 High Street SE, Suite 100  
Salem, OR 97301-3398

Attn: Filing Center

**RE: UE 328/Advice 16-020—Compliance Filing—Annual Program Report**

**Purpose**

In compliance with Order No. 17-172, the purpose of this filing is to provide the second annual report on PacifiCorp d/b/a Pacific Power's Schedule 45 Public DC Fast Charger Optional Transitional Rate Delivery Service (Schedule 45), which became effective June 1, 2017, with the approval of Advice 16-020 by the Public Utility Commission of Oregon (Commission).<sup>1</sup> PacifiCorp filed Advice 16-020 on December 27, 2016, which was supplemented on April 14, 2017 (Supplemental Filing). In its Supplemental Filing, PacifiCorp committed to file both annual and triennial reports on the effects of Schedule 45 throughout the time it remains in effect.

**Background**

In response to Senate Bill 1547, which passed in March of 2016, PacifiCorp filed applications for new programs and rates to accelerate transportation electrification in Advice 16-020. In advance of filing these applications, the company held a series of public stakeholder workshops, during which various parties indicated that, at current utilization levels, demand charges are a significant impediment to maintaining and expanding a network of public electric vehicle direct current (DC) fast charging stations. As a result of these meetings, as well as PacifiCorp's own analysis, it became apparent that, while it may not often be economic for customers to install DC fast chargers at the frequency they are currently utilized, the availability of a dependable network of publicly available DC fast chargers that can quickly recharge electric vehicle batteries is critical to the acceleration of transportation electrification. PacifiCorp addressed these concerns in its initial filing in Advice 16-020, which proposed replacing demand charges with on-peak energy charges for separately-metered, publicly-available DC fast chargers. After discussions with Commission staff, PacifiCorp's Supplemental Filing included a proposal for both annual and triennial reporting on Schedule 45, a cap of 200 program participants, and an explicit glide-path for Schedule 45 customers back to Schedule 28 over a period of nine years. This proposal was ultimately approved by the Commission, and Schedule 45 became effective June 1, 2017.

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<sup>1</sup> *In the Matter of PacifiCorp dba Pacific Power, Advice 16-020 (ADV 485), Schedule 45 and 745 Public DC Fast Charger Delivery Service Optional Transitional Rate*, Docket No. UE 328, Order No. 17-172 (May 16, 2017).

### **Rate Design**

Customers on Schedule 45 pay all applicable rates under Schedule 28, plus a 10.738 cents per kilowatt-hour on-peak energy adder that is designed to collect the same amount of revenue as the Schedule 28 demand charges.<sup>2</sup> While the customer pays both the demand charges and the on-peak energy adder, the schedule includes complementary percentage discounts that prevent the customer from ever paying the full amount of either charge. These percentage discounts are scheduled to change each May 15<sup>th</sup> in a way that increases the demand charges and decreases the on-peak energy adder by 10 percent. Continuing this glide-path, rates will return to standard Schedule 28 rates after nine years.

### **Report Requirements**

The Supplemental Filing proposed both annual and triennial reports as detailed below:

- Information provided annually:
  - The monthly number of customers, including the number of DC fast chargers participating in the tariff. The monthly energy on the tariff.
  - An analysis that compares these customers' monthly bills with what they would have been on standard rates.
  - The location by ZIP Code of installed chargers plus known information on the size and capacity of chargers.
- Information provided triennially:
  - Lessons learned from the program, including any anecdotal feedback from customers or from plug-in electric vehicle drivers who use the participating DC fast chargers. Information, if available, on the rates charged to drivers and if those rates vary by time period.
  - Recommendations for changes to the schedule, if needed. A request for continuance of offering, if needed.

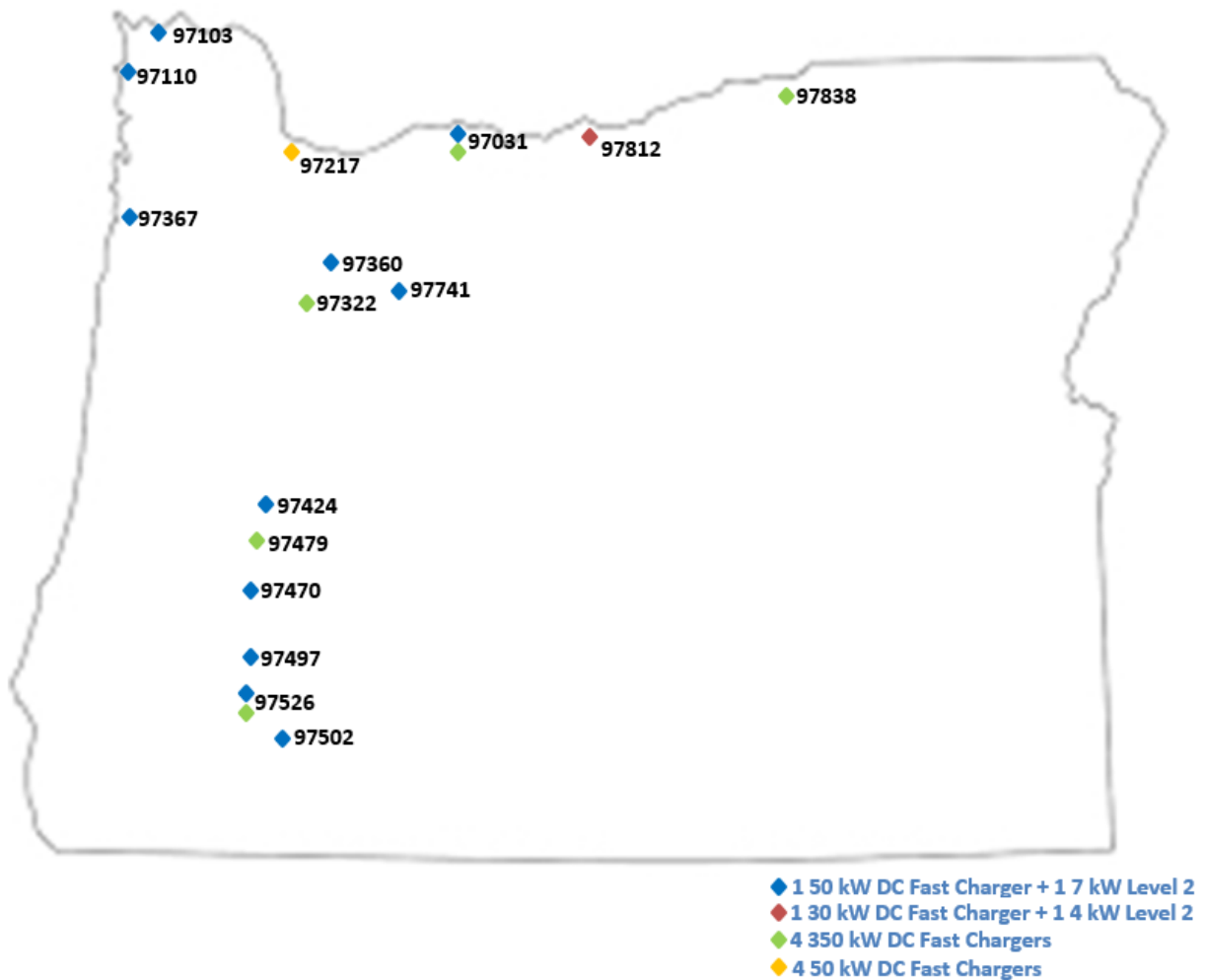
PacifiCorp's response to the annual reporting requirements detailed above follows.

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<sup>2</sup> To maintain an on-peak period consistent with what is currently offered to residential and small non-residential consumers, the company uses the on-peak time period currently effective for Schedule 210, Portfolio Time-of-Use Supply Service. This is defined as 4:00-8:00 p.m. in summer; 6:00-10:00 a.m. and 5:00-8:00 p.m. in winter (except weekends and holidays).

**Participation and Bill Comparisons**

The ZIP Codes of the 18 sites currently participating in Schedule 45 are shown in their approximate locations below, along with known information on the size and capacity of the chargers at the sites. Six of these sites (each with four DC Fast Chargers and referred to with green and yellow dots below) are new Schedule 45 participants not included in the previous annual report.



The table below details the total monthly Schedule 45 energy usage and demand, and the program savings by month for the 18 Schedule 45 sites. Note that the six sites referred to with green and yellow dots in the map above have only joined the program starting in May of 2019.

Schedule 45 Participation, Usage and Savings Summary												
A	B	C	D	E	F	G	H	I	J	K	L	M
				=D/B		=F/B	=F/D*730			=I-J	=K/B	=K/I
Month-Year	Sites (monthly bills)	On-Peak kWh	Total kWh	Total kWh per bill	15-Minute Peak kW Demand	15-Minute Peak kW Demand per bill	Load Factor	Standard Rate Bill Totals	Schedule 45 Bill Totals	Total Customer Savings	Average Customer Savings	Percentage Savings
Jun-17	-	-	-	-	-	-	0.0%	\$0	\$0	\$0	\$0	0%
Jul-17	1	35	266	266	28	28	1.3%	\$84	\$62	\$21	\$21	26%
Aug-17	1	116	684	684	28	28	3.3%	\$171	\$132	\$39	\$39	23%
Sep-17	1	45	188	188	28	28	0.9%	\$117	\$87	\$30	\$30	26%
Oct-17	2	80	451	226	56	28	1.1%	\$306	\$224	\$82	\$41	27%
Nov-17	10	980	5,375	538	495	50	1.5%	\$3,607	\$1,536	\$2,071	\$207	57%
Dec-17	12	1,953	8,017	668	515	43	2.1%	\$4,673	\$2,130	\$2,543	\$212	54%
Jan-18	12	1,600	7,888	657	497	41	2.2%	\$4,527	\$2,052	\$2,475	\$206	55%
Feb-18	12	1,804	7,297	608	534	45	1.9%	\$4,675	\$2,125	\$2,550	\$212	55%
Mar-18	12	1,697	8,049	671	535	45	2.1%	\$4,742	\$2,176	\$2,566	\$214	54%
Apr-18	12	1,263	7,035	586	542	45	1.8%	\$4,708	\$1,982	\$2,725	\$227	58%
May-18	12	866	6,903	575	572	48	1.7%	\$4,763	\$1,992	\$2,771	\$231	58%
Jun-18	12	1,048	8,073	673	588	49	1.9%	\$4,946	\$2,362	\$2,584	\$215	52%
Jul-18	12	1,212	8,782	732	566	47	2.1%	\$5,023	\$2,467	\$2,556	\$213	51%
Aug-18	12	1,304	9,389	782	560	47	2.3%	\$5,072	\$2,501	\$2,571	\$214	51%
Sep-18	12	1,340	8,474	706	542	45	2.1%	\$4,748	\$2,351	\$2,397	\$200	50%
Oct-18	12	1,187	8,228	686	500	42	2.3%	\$4,586	\$2,321	\$2,265	\$189	49%
Nov-18	12	1,457	8,540	712	548	46	2.1%	\$4,834	\$2,411	\$2,423	\$202	50%
Dec-18	12	1,887	8,280	690	553	46	2.1%	\$4,855	\$2,446	\$2,409	\$201	50%
Jan-19	12	1,843	7,975	665	492	41	2.2%	\$4,521	\$2,358	\$2,163	\$180	48%
Feb-19	12	1,885	7,944	662	543	45	2.0%	\$4,701	\$2,391	\$2,310	\$193	49%
Mar-19	12	1,866	7,386	616	551	46	1.8%	\$4,662	\$2,338	\$2,324	\$194	50%
Apr-19	12	1,336	7,827	652	541	45	2.0%	\$4,641	\$2,316	\$2,325	\$194	50%
May-19	13	1,067	8,369	644	711	55	1.6%	\$5,283	\$2,621	\$2,662	\$205	50%
Jun-19	16	2,167	15,722	983	1,049	66	2.1%	\$8,494	\$4,593	\$3,900	\$244	46%
Jul-19	17	2,853	19,363	1,139	1,184	70	2.2%	\$9,823	\$5,407	\$4,417	\$260	45%
Aug-19	18	4,266	23,329	1,296	1,330	74	2.4%	\$11,379	\$6,307	\$5,071	\$282	45%
<b>Total</b>	<b>283</b>	<b>37,157</b>	<b>209,834</b>	<b>741</b>	<b>14,088</b>	<b>50</b>	<b>2.0%</b>	<b>\$119,941</b>	<b>\$59,690</b>	<b>\$60,250</b>	<b>\$213</b>	<b>50%</b>

### Conclusion

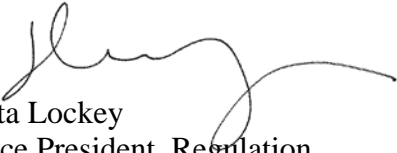
Participation in Schedule 45 has accelerated in 2019, but overall has remained substantially lower than the 200 participant cap specified in the tariff. Several of the new stations that came online have higher-powered 350 kilowatt chargers, which has caused the average bill savings to increase.

PacifiCorp will continue to promote Schedule 45 and make eligible customers aware of it as an alternative to their otherwise applicable rate schedule. As electric vehicle adoption continues to increase, participation in Schedule 45 may further accelerate in the coming years. PacifiCorp will therefore continue to monitor participation in Schedule 45.

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Please direct any questions about this filing to Cathie Allen, Regulatory Affairs Manager, at (503) 813-5934.

Sincerely,



Etta Locky  
Vice President, Regulation