

November 27, 2023

VIA ELECTRONIC FILING

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

Re: Advice No. 23-023
Schedule 118 – Transportation Electrification Nonresidential and Multifamily-Unit Dwelling Charging Pilot
Schedule 119 – Transportation Electrification Fleet Make Ready Pilot

Pursuant to Oregon Revised Statute 757.205 and Oregon Administrative Rule (OAR) 860-022-0025, PacifiCorp d/b/a Pacific Power (PacifiCorp or Company) submits for filing modified tariff pages relating to PacifiCorp’s Transportation Electrification Nonresidential Charging Pilot (Schedule 118) and a new Transportation Electrification Fleet Make Ready Pilot (Schedule 119). PacifiCorp respectfully requests an effective date of January 1, 2024.

| <u>Sheet</u> | <u>Schedule/Rule</u> | <u>Title</u> |
|--|----------------------|--|
| Fourteenth Revision of Sheet No. INDEX-4 | | Table of Contents - Schedules |
| Second Revision to Sheet No. 118-1 | Schedule 118 | Transportation Electrification Nonresidential and Multifamily-Unit Dwelling Charging Pilot |
| First Revision to Sheet No. 118-2 | Schedule 118 | Transportation Electrification Nonresidential and Multifamily-Unit Dwelling Charging Pilot |
| Original Sheet No. 119-1 | Schedule 119 | Transportation Electrification Fleet Make Ready Pilot |
| Original Sheet No. 119-2 | Schedule 119 | Transportation Electrification Fleet Make Ready Pilot |
| Original Sheet No. 119-3 | Schedule 119 | Transportation Electrification Fleet Make Ready Pilot |

Purpose

The purpose of this filing is to modify Schedule 118 to add language around incentive fund reservation and increase the incentive paid to multifamily-unit family dwellings (MUDs). Additionally, the Company submits for approval its new Schedule 119 for its Fleet Make Ready Pilot as outlined in its 2023 Transportation Electrification Plan (TEP).

Proposal

Schedule 118 - Transportation Electrification Nonresidential and Multifamily-Unit Dwellings Charging Pilot

PacifiCorp seeks to make four changes to Schedule 118. The first modification is to update the title of Schedule 118 to Transportation Electrification Nonresidential and Multifamily-Unit Dwellings Charging Pilot to clarify that MUDs would be eligible for the pilot.

The second change is to add language to the tariff to clarify how incentive funds will be handled. The Company proposes to reserve incentive funds for qualifying projects and return any incentive funds not used by the project back to the funding pool so that it can be utilized by future projects. Projects that are not completed within 18 months will be canceled and the incentive funds will become available for reservation again for new electric vehicle supply equipment (EVSE) projects. PacifiCorp is proposing this change for transparency on how it manages the incentive funds for the project and to align with how the Oregon Department of Transportation manages incentive funds for its Community Charging Rebate.

The third modification to Schedule 118 is to increase the per port incentive from \$3,000 per port to \$4,500 per port and increase the percentage of EVSE eligible costs that are paid to MUDs under the MUD Eligible EVSE Installation Rebate. The Company has requested this change due to the very limited customer interest from MUD's. The Company hired the consultant Noble Communications to do a marketing plan for the program to increase participation. Noble Communications surveyed MUD customers in the Company's service area and found that MUD property owner customers hesitated to participate due to the program not having an incentive reservation system and the incentive being capped at 75% of total project costs.

The fourth change is to update the language used for national qualifying product lists to reference the Electric Power Research Institute (EPRI) qualified product list as the Company plans to shift towards using EPRI's list.

Schedule 119 – Transportation Electrification Fleet Make Ready Pilot

PacifiCorp's seeks approval for this Tariff to implement the Fleet Make Ready Pilot approved in its 2023 TEP. The program will assist customers electrify their fleets by offering a customer incentive up to \$100,000 per project. The incentive can be used to cover the make ready cost associated with installing electric vehicle (EV) charging stations for the purpose of charging fleet vehicles.

Tariff changes and impacts

OAR 860-022-0025 requires that PacifiCorp submit a statement of the tariff schedule change, the number of customers affected, the change in revenue, and the grounds supporting the change. The Fleet Make Ready Pilot's objective is to enable 49 customer projects to build out the EV charging infrastructure to support fleet charging. The pilot expects to enable 400 fleet ports or 22 megawatts of charging for fleet customers. This pilot will support and enable our customers to begin the market transition towards electrifying their fleets as well as help the Company

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contribute to statewide carbon emission reduction goals by reducing barriers to fleet electrification.

PacifiCorp respectfully requests that all formal data requests regarding this matter be addressed to:

By email (preferred): datarequest@pacificorp.com

By regular mail: Data Request Response Center
PacifiCorp
825 NE Multnomah Street, Suite 2000
Portland, OR 97232

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

Sincerely,



Matthew McVee
Vice President, Regulatory Policy and Operations

Enclosures

Proposed Tariffs

Schedule No.

| OTHER | |
|--------------|--|
| 7 | Low-Income Discount |
| 8 | EEAST On-Bill Repayment Program |
| 9 | Residential Energy Efficiency Rider – Optional Weatherization Services – No New Service |
| 10 | Voluntary On-Bill Repayment Program |
| 60 | Company Operated Electric Vehicle Charging Station Service |
| 106 | Demand Response Programs |
| 115 | Commercial and Industrial Energy Efficiency Retrofit Incentives – 20,000 Square Feet or Less– No New Service |
| 116 | Commercial and Industrial Energy Efficiency Retrofit Incentives– No New Service |
| 117 | Transportation Electrification Residential Charging Pilot |
| 118 | Transportation Electrification Nonresidential and Multifamily-Unit Dwelling Charging Pilot (C) |
| 119 | Transportation Electrification Fleet Make Ready Pilot (N) |
| 125 | Commercial and Industrial Energy Services– No New Service |
| 126 | Community Solar Program Interconnection and Power Purchase |
| 135 | Net Metering Service – Optional for Qualifying Consumers |
| 136 | Net Metering Option Volumetric Incentive Rate Pilot – Optional for Qualifying Customers |
| 137 | Competitive Bid Option Volumetric Incentive Rate Pilot – Optional for Qualifying Customers |
| 273 | Nonresidential Accelerated Commitment Tariff (ACT) |
| 293 | New Large Load Direct Access Program – Cost Of Service Opt-Out |
| 300 | Charges as Defined by the Rules and Regulations |
| 400 | Special Contracts |
| 600 | ESS Charges |

**TRANSPORTATION ELECTRIFICATION
NONRESIDENTIAL AND MULTIFAMILY-UNIT DWELLING CHARGING PILOT**

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Purpose

The purpose of the Transportation Electrification Nonresidential Charging Pilot (Pilot) is to improve the access and economic viability of charging for Nonresidential Customers and Multifamily-Unit Dwellings (MUDs) by providing an incentive to help offset the costs associated with the purchase and installation of qualifying electric vehicle supply equipment (EVSE).

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Available

In all territory served by the Company in the State of Oregon

Applicable

To Nonresidential Customers otherwise receiving Delivery Service under Schedules 23, 28, 29, 30, 47, or 48, in conjunction with Supply Service Schedule 201.

Customer Participation

Customer participation is voluntary and is initiated by following the participation procedures on the Company website. The Company shall have the right to qualify participants, at its discretion, based on criteria the Company considers necessary to ensure the effective operation of the measures, utility system, and program budget.

Program Description

Pacific Power proposes to offer a cash or on-bill incentive for nonresidential customers installing qualifying charging infrastructure. This program will also offer targeted incentives for installing charging at multi-unit family dwellings (MUDs) to increase charging access for renters. Non-residential customers earn a per-port incentive for installing qualifying Level 2 (L2) electric vehicle charging equipment at their location. Incentives will be available for MUDs and other nonresidential applications.

This Pilot provides a Standard EVSE Installation Rebate (Standard Rebate) for Nonresidential Customers who purchase and install a Level 2 (L2) networked charger. For Nonresidential Customers who meet the requirements as an MUD will receive a MUD eligible installation rebate (MUD Rebate) to purchase and install a L2 networked charger.

Qualifying EVSE and Costs

Qualifying EVSE will be determined from either a Company Qualified Products List or reference national qualifying product lists such as the Electric Power Research Institute EVSE products list. The costs covered under this Pilot include licensed electrician labor, materials, and permits. Participants will be required to provide copies of contractor invoices, required permits, and proof of purchase and installation of a qualifying L2 charger to participate in the Pilot.

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Incentive Reservations

Qualifying Customers may apply to reserve incentive funds based on the project's total # of ports. Reserved incentive funds will remain reserved until the project is completed or canceled. Projects that are not completed within 18 months without a written explanation for the delay will be canceled. Incentives will be returned for projects that are canceled. Incentive funds for projects where fewer than the proposed # of ports are installed will be reduced to the total # of installed ports and the remaining incentive funds will be returned to the available reservation funds.

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TRANSPORTATION ELECTRIFICATION
NONRESIDENTIAL AND MULTIFAMILY-UNIT DWELLING CHARGING PILOT

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Incentive Amounts

The Pilot will provide a one-time rebate for the purchase and installation of a qualified L2 EVSE:

| | |
|---------------------------------------|--|
| Standard EVSE Installation Rebate | Up to \$1,000 per port; capped at 6 charging ports and 75 percent of EVSE eligible costs paid |
| MUD Eligible EVSE Installation Rebate | Up to \$4,500 per port; capped at 12 charging ports and 75 percent of EVSE eligible costs paid |

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Special Conditions

1. Small Nonresidential Customers would be required to enroll in an applicable time-varying rate option which includes Schedule 29 or Schedule 210 for a minimum of one year.
2. To be eligible for an incentive, Customers must submit a Program Administrator approved application(s), provide all required documentation, and receive pre-approval.
3. Equipment purchased or installed prior to receipt of the Company's pre-approval may not be eligible for incentives.
4. Incentives will be available on a first come first served basis with an overall port and three-year program cap.
5. Customers must consent to provide charger usage data.
6. The Company and its agents reserve the right to inspect installations.
7. Applications may be subject to charger and per project caps.

**TRANSPORTATION ELECTRIFICATION
FLEET MAKE READY PILOT**

Purpose

To provide eligible Customers with incentives to install Electric Vehicle (EV) charging infrastructure to support fleet electric vehicles at fleet and commercial sites.

Available

In all territory served by the Company in the State of Oregon.

Applicable

To Nonresidential Customers that own/lease two electric vehicles during the project period. The Pilot will be open to all classes of fleet EVs (Classes 1 through 9) including on-road and off-road EVs. A scoring system will also be used to confirm customer eligibility, providing a transparent framework to ensure fairness when determining eligibility. The criteria in this scoring system align with the program objectives to serve the above customer segment, prioritize small businesses, and customers in Environmental Justice Communities as defined by Oregon House Bill 2021.

Definitions

Activation Date - date that PacifiCorp first determines an EVSE is Operational.

Electric Vehicle Supply Equipment (EVSE) – the device, including the cable(s), coupler(s), and embedded software, installed for the purpose of transferring electricity between the electrical infrastructure at the Site and the EV.

Electric Vehicle Service Provider (EVSP) – provider of connectivity across a network of EVSE(s).

Customer – As defined in Rule 1 Definitions.

Point of Delivery – As defined in Rule 1 Definitions

Make-Ready Cost – the cost to design and construct and/or upgrade the Make-Ready Infrastructure.

Delivery – As defined in Rule 1 Definitions.

Behind-The-Meter Make-Ready Infrastructure – the infrastructure at the Site to deliver electricity from the Point of Delivery to the EVSE(s), including any panels, conduit, wires, connectors, civil work, meters, and any other necessary hardware.

Make-Ready Port – Make-Ready Infrastructure constructed in a way that supports the future installation of EVSEs with the corresponding number of ports. For example, a site constructed with Make-Ready Infrastructure for five dual-port EVSEs would have ten (10) Make-Ready Ports.

Operational – an EVSE installed at the Site is able to transfer energy between the Site wiring and the EV, with any applicable payment methods (e.g., credit card, phone app, subscription card), and transmitting operational data (e.g. energy usage, session start/end times) to the Qualified EVSP.

Qualified EVSE – list of qualified EVSE(s), determined by PacifiCorp.

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Definitions (continued)

Qualified EVSP – list of qualified EVSP(s), determined by PacifiCorp.

Eligibility

Customers are nonresidential Customers that use or operate fleets of at least 2 EVs (including, but not limited to, commercial, non-profit, public, school or transit fleets). Customers must own or lease the Site to be eligible.

Enrollment

The enrollment period for Customers will be open through December 31st, 2028, or until available funds for the pilot have been fully reserved. Customers may apply at <https://www.pacificpower.net> and apply.

Incentive

Customers will pay for the Behind-The-Meter Make-Ready Infrastructure Cost, less a custom incentive. The Customer incentive will be calculated by adding up construction labor, materials, and behind-the-meter make-ready construction costs, less a calculated custom incentive not to exceed \$100,000 that included the following cost categories. Construction labor, materials, and behind-the-meter equipment costs will be estimated based on quantity takeoffs from the customer's behind-the-meter plans and other costs associated with EVSE installation. This incentive is intended to work in parallel with Pacific Power's existing line extension allowance policies which are designed to support costs of utility-side infrastructure as defined in Rule 13.

Special Conditions

1. Customers will own and maintain all EVSE charging equipment. This includes Level 2 charging stations, DCFC charging stations, required software to operate, and EVSE housing. All required behind the meter system upgrades will be owned and maintained by the Customer. EVSE(s) will be separately metered from any other load at the Site. All required system upgrades to the meter will be owned and maintained by the Customer.
2. The Site Owner may be required to grant an easement to PacifiCorp to maintain PacifiCorp-owned facilities.
3. Customers are responsible for the procurement and installation of at least one new Qualified EVSE(s) within 6 months of the Customer's completion of the Make-Ready Infrastructure.
4. Customers must maintain the EVSE(s) ON A Qualified Service Schedule for 10 years following the Activation Date of the first Qualified EVSE installed at the Site.
5. Customers will ensure the EVSE(s) remain Qualified EVSE(s) and Operational for 10 years following the Activation Date of the first Qualified EVSE installed at the Site.
6. Customers will authorize and require the Qualified EVSP to provide operational data (e.g. charging session data, energy interval data) to PacifiCorp or the Customer will provide this data to PacifiCorp. The Customer agrees to allow PacifiCorp and its agents and representatives to use data gathered as part of the pilot in regulatory reporting, ordinary internal business use, industry forums, case studies or other similar activities, in accordance with applicable laws and regulations and to participate in PacifiCorp led research such as surveys.

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**TRANSPORTATION ELECTRIFICATION
FLEET MAKE READY PILOT**

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Special Conditions (continued)

7. If the Site changes ownership or leaseholdship, participation in the pilot may be assumed by the new owner or lessee if it is willing to meet the Pilot requirements.
8. In the event the Customer breaches or terminates the participation agreement, the Customer will reimburse PacifiCorp the pro-rata value of the custom incentive, calculated over the 10-year term.

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