

**BEFORE THE PUBLIC UTILITY COMMISSION
OF OREGON**

UM 1810

In the Matter of

PACIFICORP, dba PACIFIC POWER,

Application for Transportation
Electrification Programs.

ORDER

DISPOSITION: STIPULATION ADOPTED IN PART; MODIFIED IN PART

In this order, we adopt a stipulation that authorizes PacifiCorp, dba Pacific Power, to undertake three pilot programs designed to accelerate transportation electrification. These programs include an Outreach and Education Pilot, a Demonstration and Development Pilot, and a Public Charging Pilot. We also adopt the agreement for PacifiCorp to fund and develop a cost-effectiveness framework for future evaluation and program development, and the initial pilot study of system impacts. We modify, however, provisions in the stipulation addressing consultation and information sharing with stipulated parties, expanding this commitment to all parties.

I. BACKGROUND

As part of Senate Bill (SB) 1547, the 2016 Oregon Legislature adopted a state goal to increase the use of electricity for transportation.¹ The legislature found that transportation electrification was necessary “to reduce petroleum use, achieve optimum levels of energy efficiency and carbon reduction, meet federal and state air quality standards, meet this state's greenhouse gas emissions reduction goals * * * and improve the public health and safety.”²

¹ Or Laws 2016, chapter 28. Although the provisions governing Transportation Electrification have now been codified in statute under ORS 757.357, we adopt in the order the parties’ use of legislative citations.

² SB 1547, § 20(2)(a).

To help achieve this statewide goal, the legislature identified specific roles for electric companies.³ The legislature determined that "widespread transportation electrification requires that electric companies increase access to the use of electricity as a transportation fuel[,]”⁴ especially in “low and moderate income communities.”⁵ The legislature also found that the electric companies’ role in this effort could achieve “a net benefit for the customers of the electric company”⁶ by assisting in “managing the electrical grid, integrating generation from renewable energy resources and improving electric system efficiency and operational flexibility, including the ability of an electric company to integrate variable generating resources.”⁷

We implemented provisions of SB 1547 relating to transportation electrification in docket AR 599.⁸ Those rules, set forth in OAR chapter 860, division 087, direct electric companies to file applications for programs to accelerate transportation electrification and prescribe the form and manner of those applications.

II. PROCEDURAL HISTORY

On December 27, 2016, PacifiCorp filed three applications proposing approval of programs to accelerate transportation electrification.⁹ Along with Commission Staff, the following intervenors participated in this docket: Industrial Customers of Northwest Utilities (ICNU); Oregon Citizens’ Utility Board (CUB); ChargePoint, Inc.; Drive Oregon (now Forth); Oregon Department of Energy (ODOE); Greenlots; and Siemens.

On April 12, 2017, PacifiCorp filed a supplemental application and opening testimony. On May 24, 2017, Staff and intervenors filed reply testimony analyzing the proposed programs and raising preliminary questions.

Following settlement discussions, all parties, with the exception of ChargePoint, reached an agreement resolving all issues in this docket. The stipulating parties submitted a stipulation and supporting joint testimony on August 11, 2017.

³ The term “electric company” as used in SB 1547 has the same meaning as defined in ORS 757.600. SB 1547 §20(1)(a).

⁴ SB 1547 § 20(2)(b).

⁵ SB 1547 § 20(2)(c).

⁶ SB 1547 § 20(2)(f).

⁷ SB 1547 §20(2)(e).

⁸ Order No. 16-447 (Nov 23, 2016).

⁹ These applications were initially docketed separately as UM 1810, UM 1812, and UM 1813. All three applications were subsequently consolidated under docket UM 1810. *See* ALJ Prehearing Conference Memorandum and Ruling (Feb 22, 2017).

On August 25, 2017, ChargePoint filed an objection to the stipulation and requested a hearing. Following additional testimony by the stipulating parties and ChargePoint, this matter was submitted for Commission resolution following briefing of the parties.¹⁰

III. STIPULATION

The stipulation is intended to resolve all issues in this docket and seeks approval of three pilot programs to accelerate transportation electrification. The stipulation also includes support for the development of an attribution model and cost-effectiveness framework, as well as an initial pilot study or potential system impacts of residential electric vehicle adoption in a portion of the company's Oregon service territory.

A. Pilot Programs

The stipulating parties support approval of three transportation electrification pilots. The pilots are time-limited, cost-limited, and designed to produce specific learnings. The total budget for all three pilot programs is capped at a \$4.64 million over the 2017-2019 pilot period.

1. *Public Charging Pilot*

PacifiCorp will install, own, and operate a limited number of publicly accessible charging stations in its Oregon service territory. Under this pilot, PacifiCorp may construct and own up to seven charging sites, with each site featuring up to four adjacent dual-standard DC fast chargers, and at least one Level 2 port. PacifiCorp will schedule a workshop with the stipulating parties within 30 days of program approval to further refine site evaluation and monitoring criteria.

Program expenses for the 2017-2019 pilot period are capped at \$1.85 million. The stipulating parties agree that only the equipment and line installation line item in the proposed budget, as well as a portion of the program administration directly attributable to bringing the charging pods into service, will be treated as capital expenses.

2. *Outreach and Education Pilot*

To increase exposure and access to reliable information about electric transportation options and benefits, PacifiCorp will test a portfolio of outreach and education strategies, including customer communications, self-service resources, community ride-and-drive events, and onsite technical assistance for non-residential Electric Vehicle Supply Equipment (EVSE) projects. Program expenses for the 2017-2019 pilot period are capped at \$1.105 million, less 50 percent of PacifiCorp's initial proposed budgets for

¹⁰ All motions to admit prefiled testimony are hereby granted.

Customer Communications and Community Events that will be diverted to develop the transportation electrification attribution model and cost-effectiveness framework and system impact study discussed below.

3. *Demonstration and Development Pilot*

PacifiCorp will invite its non-residential customers to bring transportation electrification projects forward for consideration, where the grant recipient will own and operate the EVSE. Program expenses for the 2017-2019 pilot period are capped at \$1.685 million. A quarter of the funds in each grant cycle (grant funding is available on a quarterly basis) will be earmarked for workplace charging and fleet vehicle electrification.

B. *Reporting and Evaluation*

The stipulating parties agree that PacifiCorp will provide a progress update on all transportation electrification pilot programs to the Commission by March 31, 2019, and a progress report to the Commission by June 30, 2020.

Paragraph 15 of the stipulation requires PacifiCorp to support and fund the development of an attribution model and cost-effectiveness framework that will inform future evaluation efforts and programs. The development of this model is to be coordinated with similar efforts made by Portland General Electric, with input from stipulating parties.

Paragraph 16 requires PacifiCorp to develop and conduct an initial pilot study of system impacts of residential electric vehicle adoption in a portion of PacifiCorp's Oregon service territory. The stipulation requires that prior to beginning the study, PacifiCorp will share its proposed study objectives, timelines, and costs with the stipulating parties.

The parties agree to fund the activities outlined in paragraphs 15 and 16 of the stipulation through costs removed from the Outreach and Education Pilot budget. PacifiCorp will recover these costs through Schedule 95 and costs will be capped at 50 percent of PacifiCorp's initial proposed outreach and education budgets for customers communications and community events.

IV. *OBJECTIONS TO STIPULATION*

ChargePoint objects to the Public Charging Pilot portion of the stipulation. ChargePoint opposes PacifiCorp's ownership and operation of public EV charging stations, and argues that the stipulating parties have failed to show that the pilot meets the requirements of SB 1547 and that it is in the public interest.

ChargePoint repeats many of the arguments it raised in docket UM 1811, where it opposed Portland General Electric Company's (PGE) expanded ownership of EV charging equipment.¹¹ ChargePoint maintains that utility ownership is anticompetitive, and will distort and harm the public charging marketplace. ChargePoint asserts that the program is not consistent with the statutory Commission consideration of programs to "stimulate innovation and competition, provide customers with increased options in the use of charging equipment and in procuring services from suppliers of electricity, [and] attract private capital investments * * *."¹²

ChargePoint fears that the pilot will allow PacifiCorp to become the dominant provider of public charging stations in its service territory. ChargePoint explains that PacifiCorp could install up to 28 new DC fast chargers (*i.e.*, four DC fast chargers at each of the 7 charging stations). By contrast, ChargePoint notes there are only eleven ChargePoint DC fast chargers in Oregon.

According to ChargePoint, PacifiCorp's ownership of such an extensive network of public chargers will harm the developing EV charging market. ChargePoint argues that with the backing of ratepayer money and access to low-cost capital, PacifiCorp's advantages will make it extremely difficult for existing private EV charging companies to compete, ultimately reducing competition and customer choice. ChargePoint believes that if approved, the Public Charging Pilot would make the public charging market dependent on ratepayer subsidies on a long-term basis.

For these reasons, ChargePoint states that the Public Charging Pilot does not comply with SB 1547, primarily because it is not "reasonably expected to stimulate innovation, competition and customer choice in EV charging and related infrastructure and services."¹³ It contends that, by precluding alternative ownership models and allowing PacifiCorp to become the primary provider of public chargers, the Public Charging Pilot will dampen, rather than stimulate, innovation, competition, and customer choice in the development of EV charging infrastructure.

ChargePoint recommends we either modify this pilot to shift PacifiCorp's role with regard to public charging infrastructure, or that we order that funds from the Public Charging Pilot be reallocated to a program that ChargePoint, supports, the Demonstration and Development Pilot. ChargePoint argues that Demonstration and Development Pilot program meets the criteria of SB 1547, and will stimulate innovation and customer choice

¹¹ See *In re Portland General Electric Company, Application for Transportation Electrification Programs*, Docket No. 1811, Order No. 18-054 (Feb 16, 2018).

¹² SB 1547 § 20(2)(d)

¹³ SB 1547 § 20(4)(f).

providing EV site hosts with options and support for the development of end-user oriented charging infrastructure through the provider of their choice.

V. DISCUSSION

A. Statutory Construction

Many of ChargePoint's objections relate to the interpretation of SB 1547 and its provisions governing transportation electrification. As noted above, ChargePoint previously raised these arguments in response to a proposal to allow PGE to own additional EV charging stations as part of a stipulation in docket UM 1811.

In responding to ChargePoint's arguments in docket UM 1811, we first confirmed that SB 1547 does not prohibit utility ownership of EV service equipment.¹⁴ Although the bill contains no language that expressly addresses utility ownership, we concluded that testimony on the floor of the House of Representatives during the passage of the bill made clear that the legislature expected utilities to own and operate EV charging infrastructure.

Second, we concluded that, in evaluating a program to accelerate transportation electrification, we were required to *consider* the six factors set out Section 20(4) of SB 1547, but need not make specific findings as to each criterion.¹⁵ Specifically, we determined that the legislature's use of the word "consider," read in its immediate context, makes clear that we are to take in account these factors during our review, but that we retain discretion in our decision-making whether to approve a program.¹⁶

¹⁴ Order No. 18-054 at 8.

¹⁵ Section 20(4) provides:

When considering a transportation electrification program and determining cost recovery for investments and other expenditures related to a program proposed by an electric company * * *, the commission shall consider whether the investments and other expenditures:

- (a) Are within the service territory of the electric company;
- (b) Are prudent as determined by the commission;
- (c) Are reasonably expected to be used and useful as determined by the commission;
- (d) Are reasonably expected to enable the electric company to support the electric company's electrical system;
- (e) Are reasonably expected to improve the electric company's electrical system efficiency and operational flexibility, including the ability of the electric company to integrate variable generating resources; and
- (f) Are reasonably expected to stimulate innovation, competition and customer choice in electric vehicle charging and related infrastructure and services.

¹⁶ Order No. 18-054 at 9.

B. Resolution

We adopt the stipulation and approve PacifiCorp's three pilot programs to accelerate transportation electrification. We also adopt the parties' agreement that PacifiCorp will fund and develop a cost-effectiveness framework for future evaluation and program development, and the initial pilot study of system impacts. We modify the stipulating parties' agreement by clarifying that all interested parties shall be provided information regarding and invited to comment on evaluation and pilot system impact study matters.

We find the Outreach and Education Pilot, the Demonstration and Development Pilot, and the Public Charging Pilot to be consistent with the legislative findings of SB 1547 and will help increase the use of electricity as a transportation fuel. The programs protect both ratepayers and the EV market due to their modest scope and costs, and are designed to produce results to inform further actions to electrify the transportation sector and integrate EVs into a utility's electric grid. The programs also have broad support from various stakeholders representing divergent interests, including from companies active in the EV charging market who believe the programs will lead to EV market growth and greater opportunity for all market participants.

We are not persuaded by the objections raised by ChargePoint to the Public Charging Pilot. As we stated in docket UM 1811, we acknowledge that the provision of public EV charging is not a traditional utility service, but agree with the stipulating parties that additional investment in EV infrastructure is necessary in order to achieve widespread transportation electrification.

With the Public Charging Pilot, PacifiCorp will help contribute to that needed investment and make reliable charging infrastructure available to the growing number of EV users. The additional charging stations will also serve to increase awareness of EVs and provide confidence to potential EV users that chargers will be available to them should they decide to make such a purchase. In short, the Public Charging Pilot will make a contribution to increasing access to and awareness of the use of electricity as a transportation fuel.

We find reasonable the stipulating parties' agreement that increasing the availability of visible, reliable, and accessible charging stations will tend to increase demand for charging services and stimulate competition regardless of station ownership or station branding. We agree that improvement in public awareness of charging infrastructure will tend to support the need and demand for charging services through increased plug-in electric vehicle (PEV) adoption is the supposition upon which the Public Charging Pilot program is based.

We also embrace the stipulating parties' agreement that the Public Charging Pilot is only a pilot program and that the stipulation does not contemplate further expansion of PacifiCorp's role in the public charging market. We acknowledge the desire of ChargePoint that we resolve the issue of proper utility ownership before moving forward with any pilot projects, but conclude that, given the nascent state of the public EV charging market, an initial pilot is appropriate to stimulate and inform further market development.

Given the need for investment in EV infrastructure and the modest scope of the pilot, we are not persuaded by ChargePoint's arguments that PacifiCorp's ownership of the number of additional EV chargers to which the parties stipulated will distort and harm the competitive marketplace. Rather, we believe the opposite to be true—a view shared by Forth, a signatory to the stipulation that is a trade association with members that compete in the EV charging marketplace. As Forth explains, “creating a highly visible backbone of fast charging will help drive and support increased electric vehicle sales, which will ultimately be critical to the business model for all EVSE providers.”¹⁷ Similarly, Siemens, a market competitor that offers EV charging hardware and software, concluded that the Public Charging Pilot will stimulate innovation and competition “by stimulating the overall growth of the electric vehicle (EV) market by reducing barriers to ownership and operation for EV owners.”¹⁸

Moreover, we note that the stipulation contains safeguards to help protect the EV charging marketplace. PacifiCorp's Public Charging Pilot rates, though not yet proposed, are to be developed in a manner that stimulates competition during the periods when charging stations are operational, and are comparable to typical rates for public charging services charged by other entities in the PacifiCorp's Oregon service territory.¹⁹ In addition, PacifiCorp will use a competitive bidding process to procure the EV charging equipment, allowing vendors to compete on criteria to promote affordability, reliability, and quality.

As we did with PGE's Electric Avenue Pilot in docket UM 1811, we emphasize that our decision to adopt PacifiCorp's Public Charging Pilot is based on the state of the EV charging market as it exists today, and acknowledge the continuing need to monitor that marketplace to examine the proper role of utility participation. For that reason, we affirm the purpose, stated in the stipulating parties' joint testimony, for PacifiCorp to continue to assess utility investment in charging infrastructure in comparison to funding for third-party infrastructure development, to help determine how investment could be most effectively advance transportation electrification in the future. “Evaluation of these two

¹⁷ Forth100/ Allen/6.

¹⁸ Siemens/100; King/4.

¹⁹ PacifiCorp's Application for Transportation Electrification Programs-Supplement/53-53.

different approaches will help inform Staff and stakeholders on ways to serve market needs consistent with SB 1547 and increase ratepayer benefits and lower ratepayer costs.”²⁰

In addition, to ensure a structured and dedicated review of the status of the EV charging marketplace, we also commit to revisiting a requirement that electric companies file for Commission review a “Transportation Electrification Plan” that outlines the company’s long-term framework to accelerate transportation electrification. Staff had originally proposed such a requirement in docket AR 599 to implement the transportation electrification provisions of SB 1547, but was not adopted at that time. Such plans would require, among other things, a reporting on the current condition of the transportation electrification market in the utility’s service territory, existing market barriers, and impacts to that market expected from the utility’s electric transportation programs.

We now turn to clarifications and amendments to the stipulation regarding future activities. First, with regard to future meetings or information exchanges related PacifiCorp’s pilot programs, we order that processes should be open to all parties to the docket—not just signatories to the stipulation.

Second, we note that these pilots are not intended to be precedential. The stipulation confirms that “Except as provided in this Stipulation, no Stipulating Party shall be deemed to have agreed that any provision of this Stipulation is appropriate for resolving issues in any other proceeding.”²¹

VI. CONCLUSION

After review of the terms of the stipulation and the supporting information provided in the joint testimony, we find the settlement agreement, with the modification described above, is consistent with SB 1547 and will help accelerate transportation electrification. It should be adopted as amended consistent with this order.

VII. ORDER

IT IS ORDERED that:

1. The stipulation between PacifiCorp, dba Pacific Power; Staff of the Public Utility Commission of Oregon; Oregon Citizens’ Utility Board; the Industrial Customers

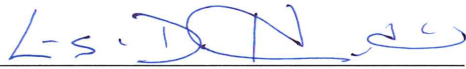
²⁰ Stipulating Parties/100; Morris-Klotz-Mullins-Jenks-Ashley-Avery/17.

²¹ Stipulation at ¶ 26.

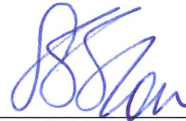
of Northwest Utilities; the Oregon Department of Energy; Forth; and Greenlots; attached as Appendix A, is adopted in part and modified in part.

2. As provided by paragraph 25 of the stipulation, any stipulating party may, within five business days of this order, withdraw from the stipulation upon written notice and request additional proceedings.

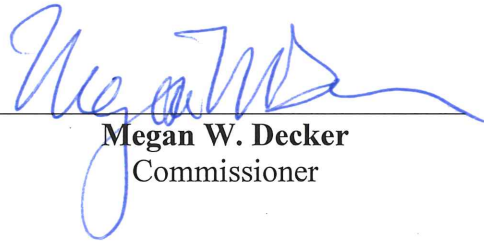
Made, entered, and effective FEB 27 2018.



Lisa D. Hardie
Chair



Stephen M. Bloom
Commissioner



Megan W. Decker
Commissioner

A party may request rehearing or reconsideration of this order under ORS 756.561. A request for rehearing or reconsideration must be filed with the Commission within 60 days of the date of service of this order. The request must comply with the requirements in OAR 860-001-0720. A copy of the request must also be served on each party to the proceedings as provided in OAR 860-001-0180(2). A party may appeal this order by filing a petition for review with the Court of Appeals in compliance with ORS 183.480 through 183.484.

BEFORE THE PUBLIC UTILITY COMMISSION
OF OREGON

UM 1810

In the Matter of

PACIFICORP d/b/a PACIFIC POWER

Applications for Transportation Electrification
Programs

STIPULATION

INTRODUCTION

PacifiCorp d/b/a PacifiCorp (PacifiCorp or Company), Staff of the Public Utility Commission of Oregon (Staff), and the Oregon Citizens' Utility Board (CUB), Industrial Customers of Northwest Utilities (ICNU), the Oregon Department of Energy (ODOE), Forth, and Greenlots (collectively the Stipulating Parties) enter into this Stipulation to resolve all issues in docket UM 1810, PacifiCorp's 2017 Transportation Electrification Plan.¹

BACKGROUND

In accordance with Senate Bill (SB) 1547, PacifiCorp filed its initial transportation electrification applications on December 27, 2016, proposing three pilot programs anticipated to accelerate transportation electrification in PacifiCorp's Oregon service territory.

In February 2017, Commission Staff requested additional information to expedite the review process. In response, PacifiCorp filed a supplemental application on April 12, 2017.

On May 31, 2017, PacifiCorp hosted a settlement conference where intervening parties expressed support for, concerns with, and suggestions for improvement of various aspects of PacifiCorp's proposed pilot programs.

¹ ChargePoint is the only intervening party that does not support the settlement.

1 Based on this discussion the Stipulating Parties worked collaboratively to reach
2 consensus on clarifications, modifications and additional requirements for the proposed pilot
3 programs.

4 **AGREEMENT**

5 1. This Stipulation settles all issues in this docket and modifies the transportation
6 electrification pilot programs proposed by PacifiCorp in its April 12, 2017
7 Supplemental Application as described in the terms below.

8 **With regard to the Public Charging Pilot, the Stipulating Parties agree that:**

9 2. Program expenses will be capped at \$1.85 million during the pilot period, 2017-2019.
10 The Company clarifies that only the Equipment and Installation line item in the
11 proposed budget and a portion of the Program Administration directly attributable to
12 bringing the charging pods into service will be treated as capital expenses. All other
13 program costs will be treated as operations and maintenance (O&M) items.

14 3. PacifiCorp will apply any revenue from drivers' use of pilot program stations, less the
15 Company's cost to deliver the electricity to the station, and any value derived from
16 Clean Fuels Program credits generated by the stations to reduce the pilot program's
17 cost to PacifiCorp's ratepayers.

4. PacifiCorp will schedule a workshop with the Stipulating Parties within 30 days of program approval focused on the further refinement of site evaluation criteria² and monitoring criteria.³

5. PacifiCorp will share a list of potential high-value sites for charging pods with Commission Staff before selecting the first site.

With regard to the Outreach and Education Pilot, the Stipulating Parties agree that:

6. The estimated expenses for “Customer Communications” and the estimated expenses for “Community Events” presented in Table 15 of PacifiCorp’s April 12, 2017, supplemental application (Supplemental Application) will be reduced by 50 percent. PacifiCorp will use the funds removed from the Customer Communications and Community Events budget to cover the costs of the projects described in paragraphs 15 and 16. The Company clarifies that all line items in the proposed program expenses are O&M items.

7. Program expenses during the pilot period, 2017-2019, will be capped at \$1.105 million, less a reduction of 50 percent of the Company’s initial proposed budgets for Customer Communications and Community Events, which the Stipulating Parties agree will be used as described in item 17 below.

² Including objectives for rural versus urban siting, long distance travelers versus urban commuters, and metrics used to locate high-value sites for both types of drivers.

³ Including the specific learnings to be gained from the project, such as the data to be generated and for what purpose; the parties expressed support for a focus on time-varying pricing to drivers and the beneficial integration of EV charging load onto the system.

8. PacifiCorp will focus Customer Communications expenses, to the extent practical, on promoting and supporting the success of the Company's transportation electrification pilot programs that are approved by the Commission in this docket.

With regard to the Demonstration and Development Pilot, the Stipulating Parties agree that:

9. Program expenses will be capped at \$1.685 million during the pilot period, 2017-2019. The Company clarifies that all line items in the proposed program expenses are O&M items.

10. PacifiCorp will apply any value derived from Clean Fuels Program credits, which must be transferred to PacifiCorp by the grant awardee, to reduce the pilot program's cost to PacifiCorp's ratepayers.

11. PacifiCorp will submit to Commission Staff for their informal review the criteria that will be used to evaluate applications and examples of projects that may be funded through the pilot program at least 30 days prior to releasing PacifiCorp's first solicitation.

12. Application solicitations will include descriptions of the criteria that will be used to evaluate applications and examples of projects that may, or have been, funded through the pilot program. The solicitation will clarify that the examples provided are illustrative and do not preclude alternative project proposals.

13. The program is revised to include two separate project funding paths:

- a) 75 percent of funds in each cycle will be made available for projects evaluated based on the criteria presented in Table 16 of the Supplemental Application. In

the following sections of this document, projects evaluated based on these criteria are referred to as “standard review” projects.

b) 25 percent of funds in each cycle will be earmarked for projects focused on workplace charging and fleet vehicle electrification. The evaluation criteria for these projects will be the same as those presented in Table 16 of the Supplemental Application, dated April 12, 2017, with the following exceptions:

- i. Educational Benefits will not be considered in application evaluation
- ii. Environmental Benefits will not be considered in application evaluation
- iii. Community Benefits will not be considered in application evaluation

Workplace and fleet projects satisfying the criteria presented in Table 16 of the Supplemental Application will be considered for the standard review path. If a separate workplace charging program is approved by the Commission during the pilot period, the two separate project funding paths will be eliminated and all remaining funds will be made available to fund standard review projects.

c) In each funding cycle, if the total amount of funding awarded to fleet and workplace charging projects is less than the total allotment for these projects, remaining funds will be made available to fund standard review projects.

14. PacifiCorp will provide an informational report to Commission Staff after each funding cycle containing information about each project that was approved for grant funding, including the amount of money granted, total project costs, the site of each project funded, the entity receiving the grant funds, information about the entity, why the project was chosen for funding, what PacifiCorp will learn from each project, how the project will be evaluated, expected life of the project, any identifiable non-energy

benefits, and how the project can reduce or offset the customer investment in the project.

With regard to additional items, the Stipulating Parties agree that:

15. PacifiCorp will support and fund developing an attribution model and cost-effectiveness framework and toolset to inform evaluation efforts and potential future transportation electrification program development. The Company will coordinate these efforts with Portland General Electric, if possible, and development will include a process for input from the Stipulating Parties.

16. PacifiCorp will develop and conduct an initial pilot study of potential system impacts of residential electric vehicle adoption in a selected portion of the Company's Oregon service territory. Before beginning the study, PacifiCorp will share its proposed pilot study objectives, timeline and expected cost with the Stipulating Parties.

17. The activities included in paragraph 15 and 16 will be funded with costs removed from the Outreach and Education Pilot, per paragraph 6. The costs for these activities will be recovered through Schedule 95 and will be capped at the amount of 50 percent of the Company's initial proposed Outreach and Education budgets for Customer Communications and Community Events.

With regard to all PacifiCorp pilot programs in this Stipulation, the Stipulating Parties agree that:

18. PacifiCorp's programs approved in this docket are pilot programs, meaning they are time-limited, cost-limited, and require specific learnings; further, Commission approval of this Stipulation does not imply that these pilots meet the six statutory factors established in Section 20(4) of Senate Bill 1547.

1 19. All program costs are subject to annual reporting and a prudence review. PacifiCorp
2 plans to recover program costs through Schedule 95.

3 20. If PacifiCorp forecasts or has reason to suspect that additional funds may be required
4 to successfully continue a pilot program, PacifiCorp will notify Staff and subsequently
5 file a request in this docket (not an advice filing) for approval of additional funds that
6 details the need for and proposed use of additional funding.

7 21. PacifiCorp will provide a progress update on all transportation electrification pilot
8 programs and pilots to the Commission by March 31, 2019.

9 22. PacifiCorp will provide a report to the Commission on all pilot activities, including the
10 results of program evaluation activities, by June 30, 2020.

11 23. The Stipulating Parties recommend and request that the Commission approve this
12 Stipulation as an appropriate and reasonable resolution of the issues in this docket.

13 24. The Stipulating Parties agree that this Stipulation represents a compromise in the
14 positions of the Stipulating Parties. Without the written consent of all Stipulating
15 Parties, evidence of conduct or statements, including but not limited to term sheets or
16 other documents created solely for use in settlement conferences in this docket, and
17 conduct or statements made at settlement conferences, are confidential and not
18 admissible in the instant or any subsequent proceeding, unless independently
19 discoverable or offered for other purposes allowed under ORS 40.190.

20 25. The Stipulating Parties have negotiated this Stipulation as an integrated document. If
21 the Commission rejects all or any material part of this Stipulation, or adds any material
22 condition to any final order that is not consistent with this Stipulation, each Stipulating
23 Party reserves its right: (i) to withdraw from the Stipulation, upon written notice to the

Commission and the other Stipulating Parties within five (5) business days of service of the final order that rejects this Stipulation, in whole or material part, or adds such material condition; (ii) pursuant to OAR 860-001-0350(9), to present evidence and argument on the record in support of the Stipulation, including the right to cross-examine witnesses, introduce evidence as deemed appropriate to respond fully to issues presented, and raise issues that are incorporated in the settlements embodied in this Stipulation; and (iii) pursuant to ORS 756.561 and OAR 860-001-0720, to seek rehearing or reconsideration, or pursuant to ORS 756.610 to appeal the Commission order. Nothing in this paragraph provides any Stipulating Party the right to withdraw from this Stipulation as a result of the Commission's resolution of issues that this Stipulation does not resolve.

26. This Stipulation will be offered into the record in this proceeding as evidence pursuant to OAR 860-001-0350(7). The Stipulating Parties agree to support this Stipulation throughout this proceeding and in any appeal, provide witnesses to support this Stipulation (if specifically required by the Commission), and recommend that the Commission issue an order adopting the settlements contained herein. By entering into this Stipulation, no Stipulating Party shall be deemed to have approved, admitted or consented to the facts, principles, methods or theories employed by any other Stipulating Party in arriving at the terms of this Stipulation. Except as provided in this Stipulation, no Stipulating Party shall be deemed to have agreed that any provision of this Stipulation is appropriate for resolving issues in any other proceeding.

27. This Stipulation may be signed in any number of counterparts. Each counterpart is an original. Together, all counterparts form one single document.

For PacifiCorp:

Signature: _____

Name: _____

Title: _____

Date: _____

ETTA LOCKEY

VP, REGULATION

AUGUST 10, 2017

For Staff:

Signature: _____

Name: _____

Title: _____

Date: _____

For ICNU:

Signature: _____

Name: _____

Title: _____

Date: _____

For CUB:

Signature: _____

Name: _____

Title: _____

Date: _____

For Forth:

Signature: _____

Name: _____

Title: _____

Date: _____

For Greenlots:

Signature: _____

Name: _____

Title: _____

Date: _____

For PacifiCorp:

Signature: _____

Name: _____

Title: _____

Date: _____

For Staff:

Signature: Kaylee Klein

Name: Kaylee Klein

Title: AAG for Staff

Date: 8/10/17

For ICNU:

Signature: _____

Name: _____

Title: _____

Date: _____

For CUB:

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For ICNU:

Signature: _____

Name: Jesse Cowell

Title: Attorney for ICNU

Date: 8-11-17

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Date: _____

Title: _____

Date: _____

For ICNU:

Signature: _____

Name: _____

Title: _____

Date: _____

Title: _____

Date: _____

For CUB:

Signature: Michael P. Goetz

Name: Mike Goetz

Title: Staff Attorney

Date: 8/9/17

For Forth:

Signature: _____

Name: _____

Title: _____

Date: _____

For Greenlots:

Signature: _____

Name: _____

Title: _____

Date: _____

For ODOE:

Signature: _____

Name: _____

For PacifiCorp:

Signature: _____

Name: _____

Title: _____

Date: _____

For Staff:

Signature: _____

Name: _____

Title: _____

Date: _____

For ICNU:

Signature: _____

Name: _____

Title: _____

Date: _____

For CUB:

Signature: _____

Name: _____

Title: _____

Date: _____

For Forth:

Signature: *Jeanette Shaw*

Name: *Jeanette Shaw*

Title: *Director of Government Relations*

Date: *August 10, 2017*

For Greenlots:

Signature: _____

Name: _____

Title: _____

Date: _____

For PacifiCorp:

Signature: _____

Name: _____

Title: _____

Date: _____

For Staff:

Signature: _____

Name: _____

Title: _____

Date: _____

For ICNU:

Signature: _____

Name: _____

Title: _____

Date: _____

For CUB:

Signature: _____

Name: _____

Title: _____

Date: _____

For Forth:

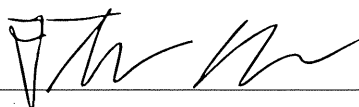
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Name: _____

Title: _____

Date: _____

For Greenlots:

Signature:  _____

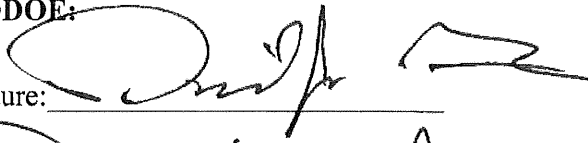
Name: Thomas Ashley

Title: VP, Policy

Date: August 10, 2017

ORDER NO. 18 075

For ODOE:

Signature: 

Name:

Daniel S. Avery

Title:

Senior Policy Analyst

Date:

8/11/2017

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