

DIVISION 087

TRANSPORTATION ELECTRIFICATION PROGRAMS

860-087-0020

Transportation Electrification Plan

(1) This rule prescribes the required elements of an electric company's Transportation Electrification Plan (TE Plan), which contains the electric company's long-term strategy to accelerate transportation electrification in its Oregon service territory. The objective of the TE Plan is to:

(a) Integrate all of the electric company's TE actions into one document. This includes, but is not limited to, analyzing the electric company's portfolio of near-term and long-term transportation electrification actions, including approved programs, future transportation electrification actions, and other transportation electrification involvement such as Clean Fuels programs.

(b) Identify a portfolio of actions, which may include investment [and infrastructure for light-, medium-, and heavy-duty vehicles](#), rate design, programs, [education and outreach, community transportation needs assessments](#), and services reasonably calculated to accelerate transportation electrification, in an effective and efficient manner. The TE Plan should seek to address areas most hampered by market barriers in the electric company's service territory [and to provide benefits for traditionally underserved communities](#).

(2) An electric company must file for Commission approval of a TE Plan.

(a) As used in this rule, "approval" means the Commission finds that the TE Plan meets the criteria and requirements of this rule and does not constitute any determination on the prudence of the individual programs discussed in the TE plan. Conversely, lack of approval means that the TE Plan does not meet the criteria or requirements of the rule.

(b) An electric company must file for Commission approval of its TE Plan within two years of its previous TE Plan approval order or as otherwise directed by the Commission.

(c) The electric company must present its TE Plan to the Commission at a public meeting prior to the deadline for written public comment.

(d) The Commission will hold a scheduling conference after the TE Plan is filed. The schedule will provide for comments and reply comments by [interested parties](#).

(e) Commission staff will present its recommendation to the Commission at a public meeting. The Commission will also consider comments and recommendations on an electric company's TE Plan at the public meeting before issuing an order on approval. The Commission may provide direction to an electric company regarding any additional analyses or actions that the electric company should undertake in its next TE Plan.

(f) An electric company is not prohibited from proposing transportation electrification programs on a rolling basis.

Commented [OM1]: The Coalition echoes NIPPC's comment that comments should be accepted from parties who are not formally involved in the process.

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(4) The TE Plan must include:

(a) Current condition of the transportation electrification market in the electric company's Oregon service territory, including, but not limited to:

(A) A discussion of existing state policies and programs;

(B) Market barriers;

(C) Existing data on the availability of public and private charging stations;

(D) Number of electric vehicles in the utility service territory [including light-, medium-, and heavy-duty](#)

; and

(E) Other transportation electrification infrastructure, if applicable;

[\(F\) A transportation needs assessment to determine community needs within a utility's service territory](#)

(b) A summary of the electric company's approved transportation electrification programs and future transportation electrification concepts and actions. The TE Plan must incorporate project learnings and any other relevant information gathered from other utility-funded transportation electrification infrastructure investments, programs, and actions to ensure that lessons learned are carried forward;

(c) A discussion of how the utility's TE Plan, investments, programs, and actions accelerate transportation electrification and extend access to [traditionally underserved communities](#);

Deleted: low and moderate income groups

(d) The supporting data and analysis used to develop the TE Plan, which may be derived from review of costs and benefits, rate design, energy use and consumption, overlap with other utility programs, customer and electric vehicle user engagement [and transportation needs](#), charging and vehicle technology updates, distribution system impacts, and residential, industrial, commercial, multifamily, and electric vehicle fleet charging considerations.

(e) A discussion of the electric company's potential impact on the competitive electric vehicle supply equipment market, including consideration of alternative transportation electrification ownership and business models, identification of a sustainable role for the electric company in the transportation electrification market, and how the electric company envisions its future market role;

(f) A discussion of current and anticipated electric company system impacts resulting from increased transportation electrification and the electric company's portfolio of actions, and how the Plan is designed to address these system impacts. This discussion should also include how programs and concepts in the TE Plan relate to the carbon reduction goals of the Clean Fuels Program and other state programs, including expected greenhouse gas emission reductions based on publicly available metrics.

(5) The Commission may direct an electric company to incorporate the TE Plan into the electric company's other planning documents.

Stat. Auth.: ORS 756.040, 756.060, ORS 757.357

Stats. Implemented: ORS 757.357