



# Oregon

Kate Brown, Governor

## Public Utility Commission

201 High St SE Suite 100

Salem, OR 97301-3398

**Mailing Address:** PO Box 1088

Salem, OR 97308-1088

503-373-7394

June 15, 2021



### BY EMAIL

Portland General Electric Company

pge.opuc.filings@pgn.com

Mary.Widman@pgn.com

RE: Advice No. 21-03

By Order 21-195, entered on June 15, 2021, the Oregon Public Utility Commission has adopted Staff's recommendation and allowed the tariff sheets in the filing docketed as ADV 1239. A receipted copy of the allowed sheet(s) in your advice filing is attached.

*/s/ Nolan Moser*

Nolan Moser

Chief Administrative Law Judge

Public Utility Commission of Oregon

503-689-3622

**SCHEDULE 53  
NONRESIDENTIAL HEAVY-DUTY ELECTRIC VEHICLE CHARGING**

**PURPOSE**

This Nonresidential Heavy-duty Electric Vehicle Charging offering aims to provide learnings about high-powered charging infrastructure, integrated energy storage and on-site generation technologies, and vehicle-to-grid technologies. This schedule is designed solely for the use of electricity as a transportation fuel for heavy duty vehicles. The objectives of this offering are:

- Provide unique opportunities to better understand grid impacts from heavy duty Electric Vehicle charging rates and how complementary grid edge technology (storage, solar, demand response) can help ensure infrastructure can be deployed in ways that benefit the grid
- Offer opportunities to actively engage and provide helpful guidance to customers in the design, deployment, commissioning, and operation of heavy-duty vehicle charging infrastructure
- Obtain heavy-duty Electric Vehicle usage data and gain insights to charging load profiles

**AVAILABLE**

In all territory served by the Company.

**APPLICABLE**

This offering is applicable to nonresidential heavy-duty Electric Vehicles manufacturers and operators that deploy high-powered charging infrastructure and also allows for public charging for light, medium and heavy-duty vehicles at the same site, and following conditions:

1. Where the site is made-ready to host or hosts at least one heavy-duty Electric Vehicle charging station capable of an output of at least one MW per port or greater;
2. Where the site is made-ready to host or hosts an energy storage system; and
3. Where the site is made-ready to host or hosts on-site generation.

**DEFINITIONS**

Charging Infrastructure – All infrastructure and equipment required to deliver energy to an Electric Vehicle, including all civil and electrical infrastructure or equipment located downstream of the Service Meter such as panelboards, switchboards, conductors, pathway, equipment foundations.

Clean Fuels Credits – Non-monetary asset generated by Electric Vehicle Charging Stations under Oregon's Clean Fuels Program

### SCHEDULE 53 (Continued)

#### DEFINITIONS (Continued)

Electric Vehicle Charging Software - Software used to monitor, control, optimize, or perform other functions on Electric Vehicle Charging Stations, or other devices.

Electric Vehicle Charging Station – Equipment designed and installed specifically for the purposes of transferring energy to an Electric Vehicle.

High Power – Electric Vehicle charging rates in excess of 1 MW.

Vehicle Classes - The vehicle weight classes are defined by Federal Highway Administration (FHWA) and are used consistently throughout the industry. Vehicle classes, 1-8, are based on gross vehicle weight rating (GVWR), the maximum weight of the vehicle, as specified by the manufacturer. GVWR includes total vehicle weight plus fluids, passengers, and cargo. FHWA categorizes vehicles as Light Duty (Class 1-2), Medium Duty (Class 3-6), and Heavy Duty (Class 7-8).

Light Duty Vehicle – gross vehicle weight rating less than 10,000 lbs.

Medium Duty Vehicle – gross vehicle weight rating between 10,001 – 26,000 lbs.

Heavy Duty Vehicle – gross vehicle weight rating higher than 26,001 lbs.

#### ELIGIBILITY

Nonresidential customers that are heavy-duty electric vehicles manufactures and operators may participate in this offering if the following conditions are met:

1. Customer agrees to co-development of a large public charging site for medium- and heavy-duty electric commercial vehicles.
2. The large public charging site is designed to support customer's vehicle charging activities and give access to public to charge heavy-duty vehicles.
3. The site is made ready to host or hosts multiple grid edge technology such as: on-site energy storage, on-site energy generation, demand response capabilities, advanced grid edge controls, and/or other new and novel grid edge technologies.
4. Customer signs up for Oregon Clean Fuels Program
5. Customer will provide electric usage data and operational data to the Company upon request.
6. Customer has not been granted any transportation line extension allowance associated with the subject project.

#### COMPANY RESPONSIBILITY

Upon request from a Customer, the Company will contribute a portion of the project development costs including costs related to investments behind the customer meter. The total aggregate amount of Company contributions under this schedule is \$10 million for all projects. Each customer participating in the program is limited to \$5 million total. Due to the individualized nature of each project, specifics on the development of the project and payment responsibilities will be contained in a service agreement. Upon termination of the agreement, the Company may remove or abandon Company owned Charging infrastructure in place.

Received

Advice No. 21-03  
Issued March 4, 2021  
Brett Sims, Vice President

Filing Center  
MAR 04 2021

Effective for service  
on and after ~~March 15, 2021~~

June 15, 2021 mdb

**SCHEDULE 53 (Concluded)**

**SPECIAL CONDITIONS**

1. The Customer's charges for Electricity Service under any of the Company's Standard Service or Direct Access Service schedules are not changed or affected in any way by service under this schedule and are due and payable as specified in those schedules.
2. Prior to receiving service on this schedule, the Customer and the Company must enter into a written agreement, signed by the Customer.
3. Customers receiving service under this schedule will agree to a multi-year term for the agreement. Should the Customer terminate the agreement before the end of the term, the Customer will reimburse the Company for a portion of the capital investment as specified in the service agreement.

**TERM**

Effective March 15, 2021 through March 14, 2023.

**PORTLAND GENERAL ELECTRIC COMPANY  
TABLE OF CONTENTS  
RATE SCHEDULES**

**Schedule   Description**

Table of Contents, Rate Schedules

Table of Contents, Rules and Regulations

**Residential Service**

- 3 Residential Demand Response Water Heater Pilot
- 4 Multifamily Residential Demand Response Water Heater Pilot
- 5 Residential Direct Load Control Pilot
- 7 Residential Service
- 8 Residential Electric Vehicle Charging Pilot
- 13 Residential Testbed Pilot
- 14 Residential Battery Energy Storage Pilot

**Standard Service Schedules**

- 15 Outdoor Area Lighting Standard Service (Cost of Service)
- 16 Electric Vehicle Pole Charging Demonstration Project
- 17 Community Solar - Optional
- 25 Nonresidential Direct Load Control Pilot
- 26 Nonresidential Demand Response Program
- 32 Small Nonresidential Standard Service
- 38 Large Nonresidential Optional Time-of-Day Standard Service (Cost of Service)
- 47 Small Nonresidential Irrigation and Drainage Pumping Standard Service (Cost of Service)
- 49 Large Nonresidential Irrigation and Drainage Pumping Standard Service (Cost of Service)
- 50 Retail Electric Vehicle (EV) Charging
- 52 Nonresidential Electric Vehicle Charging Rebate Pilot (N)
- 53 Nonresidential Heavy-Duty Electric Vehicle Charging (N)
- 55 Large Nonresidential Green Energy Affinity Rider (GEAR)
- 75 Partial Requirements Service
- 76R Partial Requirements Economic Replacement Power Rider

(N)

(N)

(M)

**PORTLAND GENERAL ELECTRIC COMPANY  
TABLE OF CONTENTS  
RATE SCHEDULES**

**Schedule   Description**

Standard Service Schedules (Continued)

- 81 Nonresidential Emergency Default Service
- 83 Large Nonresidential Standard Service (31 – 200 kW)
- 85 Large Nonresidential Standard Service (201 – 4,000 kW)
- 86 Nonresidential Demand Buy Back Rider
- 88 Load Reduction Program
- 89 Large Nonresidential Standard Service (>4,000 kW)
- 90 Large Nonresidential Standard Service (>4,000 kW and Aggregate to >100 MWa)
- 91 Street and Highway Lighting Standard Service (Cost of Service)
- 92 Traffic Signals (No New Service) Standard Service (Cost of Service)
- 95 Street and Highway Lighting New Technology (Cost of Service)
- 99 Special Contracts

(M)

(M)

**Adjustment Schedules**

- 100 Summary of Applicable Adjustments
- 102 Regional Power Act Exchange Credit
- 105 Regulatory Adjustments
- 106 Multnomah County Business Income Tax Recovery
- 108 Public Purpose Charge
- 109 Energy Efficiency Funding Adjustment
- 110 Energy Efficiency Customer Service
- 112 Customer Engagement Transformation Adjustment
- 115 Low Income Assistance
- 122 Renewable Resources Automatic Adjustment Clause
- 123 Decoupling Adjustment
- 125 Annual Power Cost Update
- 126 Annual Power Cost Variance Mechanism
- 128 Short-Term Transition Adjustment
- 129 Long-Term Transition Cost Adjustment
- 131 Oregon Corporate Activity Tax Recovery