

April 4, 2023

VIA ELECTRONIC FILINGPublic Utility Commission of Oregon
Attn: Filing Center
201 High Street SE, Suite 100
Salem, OR 97301-3398**Re: Advice No. 23-009**
Schedule 117 - Transportation Electrification Residential Charging Pilot
Schedule 118 - Transportation Electrification Nonresidential Charging Pilot

Pursuant to Oregon Revised Statute 757.205 and Oregon Administrative Rule (OAR) 860-022-0025, PacifiCorp d/b/a Pacific Power submits for filing the following modified tariff pages relating to PacifiCorp's Transportation Electrification Residential Charging Pilot (Schedule 117), and PacifiCorp's Transportation Electrification Nonresidential Charging Pilot (Schedule 118). PacifiCorp respectfully requests an effective date of May 17, 2023.

Sheet	Schedule/Rule	Title
First Revision to Sheet No. 117-1	Schedule 117	Transportation Electrification Residential Charging Pilot
First Revision to Sheet No. 117-2	Schedule 117	Transportation Electrification Residential Charging Pilot
First Revision to Sheet No. 118-1	Schedule 118	Transportation Electrification Nonresidential Charging Pilot

Purpose

The purpose of this filing is to modify Schedule 117 to provide an incentive for 240 volt (V) wall chargers, increase the amount of the income eligible rebate for Level 2 (L2) chargers, and update the language used to describe the eligible rate for L2 chargers for clarity. The Company also proposes to modify Schedule 118 to increase the incentive for Schedule 118 and to add a cap on the number of ports eligible for a rebate. Additionally, the Company is including a minor housekeeping change to include two schedules to the Applicable section which were inadvertently excluded from the initial filing.

Proposal***Schedule 117 - Transportation Electrification Residential Charging Pilot***

PacifiCorp proposes to offer Residential customer an incentive of up to \$250, or up to \$500 for income-qualified residential customers, to install a 240 V outlet for electric vehicle (EV) charging equipment. Since the launch of the electric vehicle supply equipment (EVSE) rebate program on June 1, 2022, PacifiCorp has received feedback from customers interested in

participating in the program that the EV they purchased came with a L2 charger. By offering a rebate for a 240 V outlet the Company will help reduce the upfront cost of charging an EV at home and help increase customer participation in PacifiCorp's current and future Transportation Electrification program offerings.

The Company also proposes to increase the maximum Income Eligible Rebate for L2 chargers from \$1,000 to \$1,500. Since the launch of the EVSE rebate program 15.8% of EV charger rebate applications have come in from income eligible customers. The \$1,000 rebate typically has not covered all eligible expenses, especially for older homes. By increasing the value of the Income Eligible Rebate to \$1,500 PacifiCorp hopes to increase income eligible participation in the program and cover 100% of eligible costs for most customers that participate.

PacifiCorp also seeks to modify the language used to describe the Income Eligible Rate by simply listing the maximum rebate amount allowed. This modification streamlines the language and improves readability of the tariff.

Schedule 118 - Transportation Electrification Nonresidential Charging Pilot

PacifiCorp seeks to increase the incentive available for multi-unit family dwellings (MUDs) from \$3,000 to \$4,500. Since the launch of the EVSE rebate program, PacifiCorp has only received one application from MUD customers. The Company plans to pair this increased rebate amount with a targeted promotional campaign to increase MUD program participation and make L2 charging stations more accessible to the renter customers in our service area.

PacifiCorp also proposes adding language to Schedule 118 to cap the number of charging ports for an L2 EVSE installation that can qualify for a rebate. For the Standard EVSE Installation Rebate the Company is proposing a cap of six ports and a cap of 12 ports for the MUD Eligible EVSE Installation Rebate. These caps are an important part of the program that will help the funds benefit many customers throughout our Oregon service area instead of helping a few customers fully build larger charging sites.

Finally, the Company is proposing a housekeeping edit to include Schedule 29, Pilot for General Service Time-of-Use Delivery Service, and Schedule 30, General Service Large Nonresidential 201 KW to 999 KW Delivery Service, to the Applicable section of the tariff. The Company had intended for customers receiving service under these schedules to be eligible for the rebates offered in Schedule 118 and their exclusion from the Applicable section was an oversight.

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. For both Schedule 117 and Schedule 118, the number of customers affected is unknown, and this proposed change does not increase or decrease customer prices.

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

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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

**TRANSPORTATION ELECTRIFICATION
 RESIDENTIAL CHARGING PILOT**
Purpose

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

Available

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

Applicable

To Residential Customers otherwise receiving Delivery Service under Schedule 4, 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

This Pilot provides a Standard EVSE Installation Rebate (Standard Rebate) for Residential Customers who purchase and install a Level 2 (L2) networked charger at their residence. This Pilot provides a lower valued rebate for residential customers who install a 240 Volt (V) outlet to plug a L2 charger at their residence. For Residential Customers who meet the income qualifications outlined in Income Eligibility, Income-Eligible EVSE Installation Rebates (Income Eligible Rebate) are available.

(N)
 (N)
 (N)
 (T)
 (T)

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 Energy Star Qualified 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. Qualifying costs are the same for a 240 V outlet except for the purchase of a L2 charger.

(N)
 (N)

Incentive Amounts

The Pilot will provide a one-time rebate for the purchase and installation of a qualified L2 EVSE or a 240 V outlet:

Standard Rebate

L2 Charger Up to \$500, capped at 75 percent of qualified costs

240 V Outlet Rebate \$250 rebate for installation of a 240 V outlet, capped at 75 percent of qualified costs

(N)
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 (M)to
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**TRANSPORTATION ELECTRIFICATION
 RESIDENTIAL CHARGING PILOT**
Incentive Amounts (continued)

Income Eligible Rebate

L2 Charger Up to \$1,500, capped at 100 percent of qualified costs

240 V Outlet Rebate \$500 rebate for installation of a 240 V outlet, capped at 100 percent of qualified costs

 (M) from
 page 1

(I)

(N)

(N)

Income Eligibility

 Low-income qualified customers demonstrate eligibility through participation in low-income programming, including the Oregon Energy Fund, Low Income Home Energy Assistance Program, or the Oregon Energy Assistance program. Information on these programs is available at: <https://www.pacificpower.net/my-account/payments/bill-payment-assistance.html>

(M)

Special Conditions

1. Residential Customers receiving a Standard Rebate will automatically be enrolled in the Residential Time-of-Use Pilot Schedule 6 for a minimum of one year. (T)
2. Residential Customers receiving an Income-Eligible Rebate will have the option to enroll in Schedule 6. (T)
3. To be eligible for an incentive, Customers must submit a Program Administrator approved post-purchase application and meet all Program requirements.
4. Incentives will be available on a first come first served basis with an overall port and three-year program cap.
5. The Company and its agents reserve the right to inspect installations.
6. Applications may be subject to charger and per project caps.

(continued)

**TRANSPORTATION ELECTRIFICATION
 NONRESIDENTIAL CHARGING PILOT**
Purpose

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

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. (N)
 (N)

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. (T)

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 Energy Star Qualified 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.

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	(N)
MUD Eligible EVSE Installation Rebate	Up to \$4,500 per port; capped at 12 charging ports and 75 percent of EVSE eligible costs paid	(N)(I)

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