

April 14, 2017

VIA ELECTRONIC FILING

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

Attn: Filing Center

**RE: Advice 16-020 – Schedule 45–Public DC Fast Charger Delivery Service Optional
Transitional Rate–Supplemental Filing**

On December 27, 2016, PacifiCorp, d/b/a Pacific Power (PacifiCorp or Company) submitted for filing with the Public Utility Commission of Oregon (Commission) the above-referenced proposed tariff pages associated with Tariff P.U.C. OR No. 36, which sets forth all rates, tolls, charges, rules, and regulations applicable to electric service in Oregon. The Company subsequently requested to extend the effective date in filings made on February 10, 2017, and March 7, 2017. The enclosed proposed tariff schedules replace all previously proposed tariff schedules in their entirety.

After further discussions with Commission staff, the Company provides the following supplemental information and respectfully requests an effective date of May 15, 2017.

Third Revision of Sheet No. INDEX -2	Index	Table of Contents – Schedules
Original Sheet No. 45-1	Schedule 45	Public DC Fast Charger Optional Transitional Rate Delivery Service
Original Sheet No. 45-2	Schedule 45	Public DC Fast Charger Delivery Service Transitional Rate
Original Sheet No. 45-3	Schedule 45	Public DC Fast Charger Delivery Service Transitional Rate
Original Sheet No. 745-1	Schedule 745	Public DC Fast Charger Optional Transitional Rate Direct Access Delivery Service
Original Sheet No. 745-2	Schedule 745	Public DC Fast Charger Optional Transitional Rate Direct Access Delivery Service

Original Sheet No. 745-3

Schedule 745 Public DC Fast Charger Optional
Transitional Rate Direct Access
Delivery Service

This supplemental filing proposes changes from the original filing as described below.

Eligibility

In addition to the eligibility requirements outlined in the original filing, the Company is proposing that total participation in Schedules 45 and 745 be limited to a combined 200 metered points of delivery on a first-come, first served basis.

An additional special condition has also been added to the tariffs to require customers to provide information about each station and the chargers installed which will aid in evaluation of the rate schedule in the proposed reports described below.

Rate Design

The Company proposes that Schedule 45 customers now pay all rates applicable to Schedule 28, including demand charges, with additional charges and credits which will more explicitly lay out the transitional credits being provided and the path to return to standard rates. Schedule 45 includes the on-peak, energy-based adder described in the original filing. In addition, the schedule includes a percentage discount to demand charges and a percentage discount to the on-peak energy adder. The discount to demand charges will start at 90 percent and will decrease by ten percent each year. The discount to the on-peak energy adder will start at 10 percent and will increase by ten percent each year. After nine years, rates will return to standard Schedule 28 rates. This explicit glide-path will provide customers with more certainty over the transition period while still sending appropriate price signals. The date for each rate change and the effective percentages are set forth in the proposed tariffs. While this tariff lays out a transition back to Schedule 28 over nine years, which would occur if no other action is otherwise taken, it is important to note that all prices, including the level of discounts and the on-peak energy charge adder, are subject to change upon the Commission's approval. As the Company learns more from this rate and its participants, the Company may, at any time, recommend changes to any aspect of this tariff including the rates, the transition period, and participation limit.

Transitional Period

The Company proposes to limit the program to nine years, consistent with the proposed glide-path for the return to standard rates.

The Company will provide reports on the program to the Commission both annually and triennially as set forth in the matrix below:

Comparison of Required Information Reporting

	Original Proposal	Current Proposal
Annual	(none)	Information provided annually: (a) The monthly number of customers, including the number of DC fast chargers participating in the tariff. The monthly energy on the tariff. (b) An analysis that compares these customers' monthly bills with what they would have been on standard rates. (c) The location by zip code of installed chargers plus known information on the size and capacity of chargers.
Triennial	Information provided every three years: (a) The monthly number of customers, including the number of DC fast chargers participating in the tariff. (b) An analysis that compares these customers' monthly bills with what they would have been on standard rates. (c) Lessons learned from the program, including any anecdotal feedback from customers or from PEV drivers who use the participating DC fast chargers.	Information provided every three years: (d) Lessons learned from the program, including any anecdotal feedback from customers or from PEV drivers who use the participating DC fast chargers. Information, if available, on the rates charged to drivers and if those rates vary by time period. (e) Recommendations for changes to the schedule, if needed. A request for continuance of offering, if needed.

Bill Comparison

The bill comparison in Exhibit C (Revised) shows a typical bill for a DC fast charger with a two percent load factor on Schedule 28 Secondary, as well as an estimated bill under proposed Schedule 45 for each of the nine years in the proposed transition period. The comparison shows that the monthly bill would be reduced from \$427 to \$173 during the initial year of the program, and then would increase by approximately \$28 each subsequent year of the transition period.

To support the proposed rates and meet the requirements of OAR 860-022-0025, the Company submits the proposed tariffs, which replace all previously proposed tariff schedules in their entirety, along with a revision of Exhibit C from the original filing:

Exhibit C (Revised) - Monthly Billing Comparison for an Electric Vehicle DC Fast Charger

This proposed rate change will affect approximately 14 existing DC fast charger customers if they choose to be served under the new rate schedule. The reduction in annual revenue due to

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customers switching rates is expected to be minimal. Other customers will not be affected by the proposed changes.

Please direct any questions on this filing to Natasha Siores at (503) 813-6583.

Sincerely,

A handwritten signature in black ink, appearing to read "R. Bryce Dalley", with a long horizontal flourish extending to the right.

R. Bryce Dalley
Vice President, Regulation

Enclosures

PROPOSED TARIFF SHEETS

Index No.

Index-1	Title Page
Index-2	Table of Contents - Schedules
Index-3	Table of Contents - Schedules
Index-4	Table of Contents - Schedules
Index-5	Table of Contents - General Rules and Regulations
Index-6	Service Area Map - State of Oregon

Schedule No.

	DELIVERY SERVICE	
4	Residential Service	
5	Separately Metered Electric Vehicle Service for Residential Consumers	
15	Outdoor Area Lighting Service - No New Service	
23	General Service – Small Nonresidential	
28	General Service – Large Nonresidential 31 kW to 200 kW	
30	General Service – Large Nonresidential 201 kW to 999 kW	
41	Agricultural Pumping Service	
45	Public DC Fast Charger Optional Transitional Rate	(N)
47	Large General Service – Partial Requirements 1,000 kW and Over	
48	Large General Service 1,000 kW and Over	
50	Mercury Vapor Street Lighting Service – No New Service	
51	Street Lighting Service – Company-Owned System	
52	Street Lighting Service – Company-Owned System – No New Service	
53	Street Lighting Service – Consumer-Owned System	
54	Recreational Field Lighting – Restricted	
76R	Large General Service/Partial Requirements Service – Economic Replacement Power Rider	
	DIRECT ACCESS DELIVERY SERVICE	
723	General Service – Small Nonresidential	
728	General Service – Large Nonresidential 31 kW to 200 kW	
730	General Service – Large Nonresidential 201 kW to 999 kW	
741	Agricultural Pumping Service	
745	Public DC Fast Charger Optional Transitional Rate	(N)
747	Large General Service – Partial Requirements 1,000 kW and Over	
748	Large General Service 1,000 kW and Over	
751	Street Lighting Service – Company-Owned System	
752	Street Lighting Service – Company-Owned System – No New Service	
753	Street Lighting Service – Consumer-Owned System	
754	Recreational Field Lighting –Restricted	
776R	Large General Service/Partial Requirements Service – Economic Replacement Service Rider	

**PUBLIC DC FAST CHARGER OPTIONAL TRANSITIONAL RATE
 DELIVERY SERVICE**
Available

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

Applicable

To Nonresidential Consumers taking service for electric vehicle charging stations separately metered from other electric service whose loads have not registered 1,000 kW or more, more than once in the preceding 18-month period and who are not otherwise subject to service on Schedules 47 or 48. Consumer charging sites must be broadly available to the general public and must include at least one direct current (DC) fast charger as defined in the special conditions below. Deliveries at more than one point, or more than one voltage and phase classification, will be separately metered and billed. Participation in this schedule and Schedule 745 will be limited to a combined 200 metered points of delivery on a first-come, first served basis.

Monthly Billing

Consumers taking service under this Schedule shall be billed under the provisions of Schedule 28 of this tariff and shall pay all applicable rates under Schedule 28 plus the following adjustments:

On-Peak Energy Charge, per on-peak kWh 10.738¢

Transition Discounts

The following percentage discounts will be applied beginning on the date shown and ending when the next discount period begins:

	On-Peak Energy Charge Transition Discount	Demand Charge Transition Discount
May 15, 2017	10%	90%
May 15, 2018	20%	80%
May 15, 2019	30%	70%
May 15, 2020	40%	60%
May 15, 2021	50%	50%
May 15, 2022	60%	40%
May 15, 2023	70%	30%
May 15, 2024	80%	20%
May 15, 2025	90%	10%
May 15, 2026	100%	0%

The On-Peak Energy Charge Transition Discount will apply to the On-Peak Energy Charge specified above in this Schedule. The Demand Charge Transition Discount will apply to demand charges applicable to Schedule 28 including Transmission & Ancillary Services Charges, Distribution Demand Charges and Schedule 80 per kW charges. Discounts do not apply to Load Size Charges or any other Schedule 28 charges.

(continued)

**PUBLIC DC FAST CHARGER OPTIONAL TRANSITIONAL RATE
DELIVERY SERVICE****On-Peak Period**

The kWh shown by or computed from the readings of the Company's energy meter during on-peak hours. The on-peak period is

Winter: Monday through Friday 6:00 a.m. to 10:00 a.m. and 5:00 p.m. to 8:00 p.m.

Summer: Monday through Friday 4:00 p.m. to 8:00 p.m.

Due to the expansions of Daylight Saving Time (DST) as adopted under Section 110 of the U.S. Energy Policy Act of 2005, the time periods shown above will begin and end one hour later for the period between the second Sunday in March and the first Sunday in April and for the period between the last Sunday in October and the first Sunday in November. At such time as updated DST programming is available and has been applied to a Consumer meter, the time periods shown above will apply on all days for that Consumer. Consumers will be notified of their change to updated DST programming in a timely manner.

Off-Peak Period

All non On-Peak Period plus the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

Seasonal Definition

Winter months are defined as November 1 through March 31. Summer months are defined as April 1 through October 31.

Special Conditions

1. At the option of the Consumer, service may be provided under the otherwise applicable General Service Schedule.
2. The Consumer shall not resell electric service received from the Company under provisions of this Schedule to any person, except by permission of the Company or as otherwise expressly provided in Company tariffs. The sale of electricity for fuel to a motor vehicle is expressly allowed as described in Rule 2.E of this tariff.
3. A DC Fast Charger is defined for the purposes of eligibility on this rate schedule as a charging station with a Direct Current (DC) connection that has been designed to recharge the battery of an electric vehicle.
4. An electric vehicle charging site is considered to be broadly available to the general public for the purposes of eligibility on this rate schedule if it is available for use by any driver and is capable of charging more than one make of automobile. Eligibility and acceptance of a customer for service under this rate schedule is subject to review and approval by the Company.
5. Prior to receiving service under this rate schedule, the Consumer must disclose to the Company the number of chargers to be installed at the station, the type and capacity of each charger installed, and the maximum number of vehicles that can simultaneously use the station to recharge batteries.
6. The company reserves the right to terminate service under this schedule if it finds that excessive fees imposed by the charging station owner result in the charging station not being broadly available, per the requirements of this schedule.

(continued)

(N)

**PUBLIC DC FAST CHARGER OPTIONAL TRANSITIONAL RATE
DELIVERY SERVICE**

Term of Schedule

This transitional rate schedule will be limited to a nine year period from the initial effective date.

Rules and Regulations

Service under this Schedule is subject to the General Rules and Regulations contained in the tariff of which this Schedule is a part and to those prescribed by regulatory authorities.

**PUBLIC DC FAST CHARGER OPTIONAL TRANSITIONAL RATE
 DIRECT ACCESS DELIVERY SERVICE**
Available

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

Applicable

To Nonresidential Consumers who have chosen to receive electricity from an ESS for electric vehicle charging stations separately metered from other electric service, and whose loads have not registered 1,000 kW or more, more than once in the preceding 18-month period and who are not otherwise subject to service on Schedules 747 or 748. Consumer charging sites must be broadly available to the general public and must include at least one direct current (DC) fast charger as defined in the special conditions below. Deliveries at more than one point, or more than one voltage and phase classification, will be separately metered and billed. Participation in this schedule and Schedule 45 will be limited to a combined 200 metered points of delivery on a first-come, first served basis.

Monthly Billing

Consumers taking service under this Schedule shall be billed under the provisions of Schedule 728 of this tariff and shall pay all applicable rates under Schedule 728 plus the following adjustments:

On-Peak Energy Charge, per on-peak kWh 10.738¢

Transition Discounts

The following percentage discounts will be applied beginning on the date shown and ending when the next discount period begins:

	On-Peak Energy Charge Transition Discount	Demand Charge Transition Discount
May 15, 2017	10%	90%
May 15, 2018	20%	80%
May 15, 2019	30%	70%
May 15, 2020	40%	60%
May 15, 2021	50%	50%
May 15, 2022	60%	40%
May 15, 2023	70%	30%
May 15, 2024	80%	20%
May 15, 2025	90%	10%
May 15, 2026	100%	0%

The On-Peak Energy Charge Transition Discount will apply to the On-Peak Energy Charge specified above in this Schedule. The Demand Charge Transition Discount will apply to demand charges applicable to Schedule 728 including Distribution Demand Charges and Schedule 80 per kW charges. Discounts do not apply to Load Size Charges or any other Schedule 728 charges.

(continued)

**PUBLIC DC FAST CHARGER OPTIONAL TRANSITIONAL RATE
DIRECT ACCESS DELIVERY SERVICE**

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On-Peak Period

The kWh shown by or computed from the readings of the Company's energy meter during on-peak hours. The on-peak period is

Winter: Monday through Friday 6:00 a.m. to 10:00 a.m. and 5:00 p.m. to 8:00 p.m.

Summer: Monday through Friday 4:00 p.m. to 8:00 p.m.

Due to the expansions of Daylight Saving Time (DST) as adopted under Section 110 of the U.S. Energy Policy Act of 2005, the time periods shown above will begin and end one hour later for the period between the second Sunday in March and the first Sunday in April and for the period between the last Sunday in October and the first Sunday in November. At such time as updated DST programming is available and has been applied to a Consumer meter, the time periods shown above will apply on all days for that Consumer. Consumers will be notified of their change to updated DST programming in a timely manner.

Off-Peak Period

All non On-Peak Period plus the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

Seasonal Definition

Winter months are defined as November 1 through March 31. Summer months are defined as April 1 through October 31.

Special Conditions

1. At the option of the Consumer, service may be provided under the otherwise applicable General Service Schedule.
2. The Consumer shall not resell electric service received from the Company under provisions of this Schedule to any person, except by permission of the Company or as otherwise expressly provided in Company tariffs. The sale of electricity for fuel to a motor vehicle is expressly allowed as described in rule 2.E of this tariff.
3. A DC Fast Charger is defined for the purposes of eligibility on this rate schedule as a charging station with a Direct Current (DC) connection that has been designed to recharge the battery of an electric vehicle.
4. An electric vehicle charging site is considered to be broadly available to the general public for the purposes of eligibility on this rate schedule if it is available for use by any driver and is capable of charging more than one make of automobile. Eligibility and acceptance of a customer for service under this rate schedule is subject to review and approval by the Company.
5. Prior to receiving service under this rate schedule, the Consumer must disclose to the Company the number of chargers to be installed at the station, the type and capacity of each charger installed, and the maximum number of vehicles that can simultaneously use the station to recharge batteries.
6. The company reserves the right to terminate service under this schedule if it finds that excessive fees imposed by the charging station owner result in the charging station not being broadly available, per the requirements of this schedule.

(continued)

(N)

**PUBLIC DC FAST CHARGER OPTIONAL TRANSITIONAL RATE
DIRECT ACCESS DELIVERY SERVICE**

Term of Schedule

This transitional rate schedule will be limited to a nine year period from the initial effective date.

Rules and Regulations

Service under this Schedule is subject to the General Rules and Regulations contained in the tariff of which this Schedule is a part and to those prescribed by regulatory authorities.

Exhibit C (Revised)

Monthly Billing Comparison for an Electric Vehicle DC Fast Charger

**Pacific Power
Exhibit C (Revised)
Monthly Billing Comparison for an Electric Vehicle DC Fast Charger
Using Present and Proposed Prices**

Billing Assumptions	
kW	50
Load Factor	2%
kWh	730
% kWh On-Peak	15%

Present Price (Sch 28 Secondary)		U.S. Chg
Basic		
Bill <51 kW	\$18.00	\$1.15 /kW
Bill 51-100 kW	\$34.00	\$0.90 /kW
Bill 101-300 kW	\$81.00	\$0.55 /kW
Bill >300 kW	\$115.00	\$0.35 /kW
Demand	\$5.71 /kW	
Reactive Power	\$0.65 /kVar	
Net Energy		
1st 20,000 kWh	6.825 ¢/kWh	
All Additional kWh	6.661 ¢/kWh	
Pass-Through Adjustments		
Sch. 290 - Public Purpose Charge	3% of bill	
Sch. 297 - Energy Conservation Charge	0.266 ¢/kWh	
Sch. 199 - Klamath Dam Removal Surcharges	0.152 ¢/kWh	
Sch. 91 - Low Income Surcharge	0.050 ¢/kWh	

Present Schedule 28 Secondary Price \$427

Proposed Schedule 45 On-Peak Charge 10.738 ¢/kWh on-peak

	Transitional Rate Effective Date	On-Peak Energy Charge Transition Discount	Demand Charge Transition Discount	Proposed Schedule 45 Prices	Savings from Schedule 28
	5/15/2017	10%	90%	\$173	\$254
end of yr 1	5/15/2018	20%	80%	\$201	\$226
end of yr 2	5/15/2019	30%	70%	\$229	\$197
end of yr 3	5/15/2020	40%	60%	\$257	\$169
end of yr 4	5/15/2021	50%	50%	\$286	\$141
end of yr 5	5/15/2022	60%	40%	\$314	\$113
end of yr 6	5/15/2023	70%	30%	\$342	\$85
end of yr 7	5/15/2024	80%	20%	\$370	\$56
end of yr 8	5/15/2025	90%	10%	\$398	\$28
end of yr 9	5/15/2026*	100%	0%	\$427	\$0

*Effective end date of program

¹ Assumptions & Notes:
50 kW & 730 kWh (2% Load Factor)
15% On-Peak kWh Usage
Calculations assume Cost-Based Supply Service
All rates effective July 1, 2016