



Portland General Electric
121 SW Salmon Street · Portland, Ore. 97204

March 4, 2021

Public Utility Commission of Oregon
Attn: Filing Center
201 High Street, S.E.
P.O. Box 1088
Salem, OR 97308-1088

RE: Supplemental Filing of Advice No. 21-03, NEW Schedule 53, Nonresidential Heavy-Duty Electric Vehicle Charging Program

Portland General Electric Company (PGE) submits this filing pursuant to Oregon Revised Statutes (ORS) 757.205 and 757.210, and Oregon Administrative Rules (OARs) 860-022-0025, for filing proposed tariff sheets associated with Tariff P.U.C. No. 18. PGE initially filed Advice No. 21-03 on February 10, 2021 with a requested effective date of March 15, 2021 which remains as previously filed. PGE is making this Supplemental Filing to add clarifying language to Schedule 53.

Enclosed are the following replacement sheets:

Original Sheet No. 53-1
Original Sheet No. 53-2

All other sheets remain as previously filed.

To satisfy the requirements of OAR 860-022-0025(2), PGE responds as follows:

Schedule 53 does not increase, decrease, or otherwise change existing retail rates or have anything other than a de minimis impact on revenues.

Due to the requested effective date and the less than 30-day notice, PGE is also submitting an application requesting a waiver of legal statutory notice, pursuant to ORS 757.220 and OAR 860-022-0020.

Please direct questions to Teresa Tang at teresa.tang@pgn.com. Please direct all formal correspondence and requests to the following email address pge.opuc.filings@pgn.com

Sincerely,

\s\ Robert Macfarlane

Robert Macfarlane
Manager, Pricing and Tariffs

Enclosures

**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.

LESS THAN STATUTORY NOTICE APPLICATION

This document may be electronically filed by sending it as an attachment to an electronic mail message addressed to the Commission's Filing Center at puc.filingcenter@state.or.us.

BEFORE THE PUBLIC UTILITY COMMISSION OF OREGON

IN THE MATTER OF THE APPLICATION OF) UTILITY L.S.N. APPLICATION
Portland General Electric Company)
(UTILITY COMPANY)) NO. _____
TO WAIVE STATUTORY NOTICE.) (LEAVE BLANK)

NOTE: ATTACH EXHIBIT IF SPACE IS INSUFFICIENT.

1. GENERAL DESCRIPTION OF THE PROPOSED SCHEDULE(S) ADDITION, DELETION, OR CHANGE. (SCHEDULE INCLUDES ALL RATES, TOLLS AND CHARGES FOR SERVICE AND ALL RULES AND REGULATIONS AFFECTING THE SAME)
Portland General Electric Company (PGE) submits this filing pursuant to Oregon Revised Statutes (ORS) 757.205 and 757.210, and Oregon Administrative Rules (OARs) 860-022-0025, for filing proposed tariff sheets associated with Tariff P.U.C. No. 18. PGE initially filed Advice No. 21-03 on February 10, 2021 with a requested effective date of March 15, 2021 which remains as previously filed. PGE is making this Supplemental Filing to add clarifying language to Schedule 53.

2. APPLICANT DESIRES TO CHANGE THE SCHEDULE(S) NOW ON FILE KNOWN AND DESIGNATED AS: (INSERT SCHEDULE REFERENCE BY NUMBER, PAGE, AND ITEM)

3. THE PROPOSED SCHEDULE(S) SHALL BE AS FOLLOWS: (INSERT SCHEDULE REFERENCE BY NUMBER, PAGE AND ITEM)

Original Sheet No. 53-1

Original Sheet No. 53-2

4. REASONS FOR REQUESTING A WAIVER OF STATUTORY NOTICE:

A Waiver of Statutory Notice is requested due to the requested effective date of March 15, 2021

5. REQUESTED EFFECTIVE DATE OF THE NEW SCHEDULE(S) OR CHANGE(S): March 15, 2021

AUTHORIZED SIGNATURE	TITLE Robert Macfarlane Manager, Pricing & Tariffs	DATE March 4, 2021
PUC USE ONLY		
<input type="checkbox"/> APPROVED <input type="checkbox"/> DENIED	EFFECTIVE DATE OF APPROVED SCHEDULE(S) OR CHANGE	
AUTHORIZED SIGNATURE	DATE	