



# Oregon

Tina Kotek, Governor

## Public Utility Commission

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December 28, 2023



BY EMAIL

PacifiCorp

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RE: Advice No. 23-023

At the public meeting on December 28, 2023, the Commission adopted Staff's recommendation in this matter docketed as ADV 1574. The Staff Report and a receipted copy of the sheets in your advice filing are attached.

Nolan Moser

Chief Administrative Law Judge

Public Utility Commission of Oregon

(503) 378-3098

**PUBLIC UTILITY COMMISSION OF OREGON  
STAFF REPORT  
PUBLIC MEETING DATE: December 28, 2023**

**REGULAR** \_\_\_\_\_ **CONSENT**  X  **EFFECTIVE DATE**  January 1, 2024

**DATE:** December 18, 2023

**TO:** Public Utility Commission

**FROM:** Eric Shierman

**THROUGH:** JP Batmale and Sarah Hall **SIGNED**

**SUBJECT:** PACIFIC POWER:  
(Docket No. ADV 1574/Advice No. 23-023)  
Update to Schedule 118, Nonresidential Charging Pilot, and new  
Schedule 119, Fleet Make-Ready Pilot.

**STAFF RECOMMENDATION:**

Approve Pacific Power's Advice No. 23-023, modifying Schedule 118 and establishing Schedule 119.

**DISCUSSION:**

Issue

Whether the Commission should approve Pacific Power's Advice No. 23-023.

Applicable Rule or Law

ORS 757.357 requires electric companies to file a Transportation Electrification (TE) Plan for acceptance by the Commission every three years.

OAR 860-087-0020 provides the requirements for an electric company TE Plan.

Under ORS 757.210, the Commission may approve tariff changes if they are deemed to be fair, just, and reasonable. Tariff revisions may be made by filing revised sheets with the information required under the Commission's administrative rules, including OAR 860-022-0025.

According to ORS 757.220 and OAR 860-022-0015, filings that propose any change in rates, tolls, charges, rules, or regulations must be filed with the Commission at least 30 days before the effective date of the change.

House Bill (HB) 2165 directs each electric company with 25,000 or more Oregon retail electricity consumers to collect, through monthly meter charges, an amount from each retail electricity consumer served through its the distribution system.<sup>1</sup> The total amounts collected under this section must be set to one quarter of one percent of the total revenues collected by the electric company from all retail electricity consumers.<sup>2</sup>

Funds collected through the monthly meter charge must be expended by the electric company to support and integrate TE, be consistent with a budget approved by the Commission, and made on elements contained within the electric company's TE Plan accepted by the Commission pursuant to ORS 757.357.<sup>3</sup>

An electric company must account separately for all revenues and expenditures related to these funds and report the revenues and expenditures on a schedule and in the manner prescribed by the Commission.<sup>4</sup>

An electric company must make reasonable efforts to spend not less than one-half of the amount collected through the monthly meter charge to support TE in underserved communities.<sup>5</sup>

## Analysis

### *Background*

In its advice filing No. 23-023, Pacific Power (Company) proposes an update to Schedules 118 and the establishment of a new Schedule 119 to allow implementation of the Company's 2023-2025 TE Plan. The Commission accepted that Plan at the July 11, 2023, Public Meeting.

Therefore, in this filing, Pacific Power seeks to update tariffs for programs and budgets that the Commission has previously approved. In August 2021, the Commission adopted Staff's recommendation to approve Advice No. 21-016, creating Schedule 118,

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<sup>1</sup> Oregon Laws 2021, chapter 95, section 2(2), *compiled as a note after* ORS 757.357 (2021).

<sup>2</sup> *Id.*

<sup>3</sup> *Id.* at section 2(3).

<sup>4</sup> *Id.* at section 2(4).

<sup>5</sup> *Id.* at section 2(6).

the Company's Nonresidential Charging Pilot.<sup>6</sup> On July 11, 2023, the Commission approved Pacific Power's application for the Fleet Make-Ready Pilot.<sup>7</sup>

*Summary of Proposed Schedule Changes*

Pacific Power modifies Schedule 118 to add language around incentive fund reservation and to increase the incentive paid to multifamily-unit dwellings (MUDs). The filing involves four changes:

1. Changes the tariff name to "Transportation Electrification Nonresidential and Multifamily-Unit Dwellings Charging Pilot" to communicate to customers that MUDs are covered by this pilot.
2. This adds language explaining how incentive funds will be reserved for qualifying projects and returned to the funding pool if not used within 18 months so that the funds can be utilized by future projects. An 18-month deadline better aligns the administration of this pilot with the Oregon Department of Energy's Community Charging rebate.
3. Increases the per port incentive from \$3,000 to \$4,500 and increases the percentage of EVSE eligible costs that are paid to MUDs to 75 percent of total project costs.
4. References the Electric Power Research Institute (EPRI) qualified product list as the Company for technical requirements.

Increasing the incentives for electrification was a theme in Pacific Power's TE Plan.<sup>8</sup> The increase in incentives is part of the Company's efforts to lower the cost of electrification. MUDs are particularly sensitive to project costs, having limited tolerance of a cost share. During the public review of the Company's TE Plan this year, these Schedule 118 incentive increases were not controversial.

Pacific Power establishes a new Schedule 119 to implement the Fleet Make Ready Pilot. The program will incentivize the electrification of commercial fleets by offering a customer an incentive of up to \$100,000 per project. The incentive can be used to cover the make ready cost associated with installing electric vehicle supply equipment (EVSE) for the purpose of charging fleet vehicles. This pilot was introduced as part of the Company's accepted TE Plan earlier this year. During the public review of the TE Plan, the Fleet Make Ready Pilot was not controversial.

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<sup>6</sup> See Docket No. ADV 1288, OPUC, Letter, August 24, 2021, p 1.

<sup>7</sup> See Docket No. UM 2056, OPUC, Order No. 23-257, July 13, 2023, p 1.

<sup>8</sup> See Docket No. UM 2056, Pacific Power, TE Plan, May 19, 2023, pp 46-49.

Docket No. ADV 1574  
December 18, 2023  
Page 4

*Reason for Staff Recommendation*

Staff has reviewed Pacific Power's filing for consistency with the Company's TE Plan. These two tariffs are consistent with the TE Plan the Commission has accepted.

Conclusion

Staff finds Pacific Power's modifications to Schedules 118 and establishment of a Schedule 119 reasonable and consistent with the Company's final 2023-2025 TE Plan. Staff recommends the Commission approve these modifications.

**PROPOSED COMMISSION MOTION:**

Approve Pacific Power's Advice No. 23-023, modifying Schedule 118 and establishing Schedule 119.

CA18 - ADV 1574

**Schedule No.**

<b>OTHER</b>	
7	Low-Income Discount
8	EEAST On-Bill Repayment Program
9	Residential Energy Efficiency Rider – Optional Weatherization Services – No New Service
10	Voluntary On-Bill Repayment Program
60	Company Operated Electric Vehicle Charging Station Service
106	Demand Response Programs
115	Commercial and Industrial Energy Efficiency Retrofit Incentives – 20,000 Square Feet or Less– No New Service
116	Commercial and Industrial Energy Efficiency Retrofit Incentives– No New Service
117	Transportation Electrification Residential Charging Pilot
118	Transportation Electrification Nonresidential and Multifamily-Unit Dwelling Charging Pilot (C)
119	Transportation Electrification Fleet Make Ready Pilot (N)
125	Commercial and Industrial Energy Services– No New Service
126	Community Solar Program Interconnection and Power Purchase
135	Net Metering Service – Optional for Qualifying Consumers
136	Net Metering Option Volumetric Incentive Rate Pilot – Optional for Qualifying Customers
137	Competitive Bid Option Volumetric Incentive Rate Pilot – Optional for Qualifying Customers
273	Nonresidential Accelerated Commitment Tariff (ACT)
293	New Large Load Direct Access Program – Cost Of Service Opt-Out
300	Charges as Defined by the Rules and Regulations
400	Special Contracts
600	ESS Charges

**TRANSPORTATION ELECTRIFICATION  
NONRESIDENTIAL AND MULTIFAMILY-UNIT DWELLING CHARGING PILOT**

(C)

**Purpose**

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

(N)  
(N)

**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.

**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.

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 Electric Power Research Institute 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.

(C)

Incentive Reservations

Qualifying Customers may apply to reserve incentive funds based on the project's total # of ports. Reserved incentive funds will remain reserved until the project is completed or canceled. Projects that are not completed within 18 months without a written explanation for the delay will be canceled. Incentives will be returned for projects that are canceled. Incentive funds for projects where fewer than the proposed # of ports are installed will be reduced to the total # of installed ports and the remaining incentive funds will be returned to the available reservation funds.

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**TRANSPORTATION ELECTRIFICATION  
NONRESIDENTIAL AND MULTIFAMILY-UNIT DWELLING CHARGING PILOT**

(C)

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

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**Special Conditions**

1. Small Nonresidential Customers would be required to enroll in an applicable time-varying rate option which includes Schedule 29 or Schedule 210 for a minimum of one year.
2. To be eligible for an incentive, Customers must submit a Program Administrator approved application(s), provide all required documentation, and receive pre-approval.
3. Equipment purchased or installed prior to receipt of the Company's pre-approval may not be eligible for incentives.
4. Incentives will be available on a first come first served basis with an overall port and three-year program cap.
5. Customers must consent to provide charger usage data.
6. The Company and its agents reserve the right to inspect installations.
7. Applications may be subject to charger and per project caps.



**TRANSPORTATION ELECTRIFICATION  
FLEET MAKE READY PILOT**

**Purpose**

To provide eligible Customers with incentives to install Electric Vehicle (EV) charging infrastructure to support fleet electric vehicles at fleet and commercial sites.

**Available**

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

**Applicable**

To Nonresidential Customers that own/lease two electric vehicles during the project period. The Pilot will be open to all classes of fleet EVs (Classes 1 through 9) including on-road and off-road EVs. A scoring system will also be used to confirm customer eligibility, providing a transparent framework to ensure fairness when determining eligibility. The criteria in this scoring system align with the program objectives to serve the above customer segment, prioritize small businesses, and customers in Environmental Justice Communities as defined by Oregon House Bill 2021.

**Definitions**

Activation Date - date that PacifiCorp first determines an EVSE is Operational.

Electric Vehicle Supply Equipment (EVSE) – the device, including the cable(s), coupler(s), and embedded software, installed for the purpose of transferring electricity between the electrical infrastructure at the Site and the EV.

Electric Vehicle Service Provider (EVSP) – provider of connectivity across a network of EVSE(s).

Customer – As defined in Rule 1 Definitions.

Point of Delivery – As defined in Rule 1 Definitions

Make-Ready Cost – the cost to design and construct and/or upgrade the Make-Ready Infrastructure.

Delivery – As defined in Rule 1 Definitions.

Behind-The-Meter Make-Ready Infrastructure – the infrastructure at the Site to deliver electricity from the Point of Delivery to the EVSE(s), including any panels, conduit, wires, connectors, civil work, meters, and any other necessary hardware.

Make-Ready Port – Make-Ready Infrastructure constructed in a way that supports the future installation of EVSEs with the corresponding number of ports. For example, a site constructed with Make-Ready Infrastructure for five dual-port EVSEs would have ten (10) Make-Ready Ports.

Operational – an EVSE installed at the Site is able to transfer energy between the Site wiring and the EV, with any applicable payment methods (e.g., credit card, phone app, subscription card), and transmitting operational data (e.g. energy usage, session start/end times) to the Qualified EVSP.

Qualified EVSE – list of qualified EVSE(s), determined by PacifiCorp.

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**TRANSPORTATION ELECTRIFICATION  
FLEET MAKE READY PILOT**

**Definitions (continued)**

Qualified EVSP – list of qualified EVSP(s), determined by PacifiCorp.

**Eligibility**

Customers are nonresidential Customers that use or operate fleets of at least 2 EVs (including, but not limited to, commercial, non-profit, public, school or transit fleets). Customers must own or lease the Site to be eligible.

**Enrollment**

The enrollment period for Customers will be open through December 31<sup>st</sup>, 2028, or until available funds for the pilot have been fully reserved. Customers may apply at <https://www.pacificpower.net> and apply.

**Incentive**

Customers will pay for the Behind-The-Meter Make-Ready Infrastructure Cost, less a custom incentive. The Customer incentive will be calculated by adding up construction labor, materials, and behind-the-meter make-ready construction costs, less a calculated custom incentive not to exceed \$100,000 that included the following cost categories. Construction labor, materials, and behind-the-meter equipment costs will be estimated based on quantity takeoffs from the customer's behind-the-meter plans and other costs associated with EVSE installation. This incentive is intended to work in parallel with Pacific Power's existing line extension allowance policies which are designed to support costs of utility-side infrastructure as defined in Rule 13.

**Special Conditions**

1. Customers will own and maintain all EVSE charging equipment. This includes Level 2 charging stations, DCFC charging stations, required software to operate, and EVSE housing. All required behind the meter system upgrades will be owned and maintained by the Customer. EVSE(s) will be separately metered from any other load at the Site. All required system upgrades to the meter will be owned and maintained by the Customer.
2. The Site Owner may be required to grant an easement to PacifiCorp to maintain PacifiCorp-owned facilities.
3. Customers are responsible for the procurement and installation of at least one new Qualified EVSE(s) within 6 months of the Customer's completion of the Make-Ready Infrastructure.
4. Customers must maintain the EVSE(s) ON A Qualified Service Schedule for 10 years following the Activation Date of the first Qualified EVSE installed at the Site.
5. Customers will ensure the EVSE(s) remain Qualified EVSE(s) and Operational for 10 years following the Activation Date of the first Qualified EVSE installed at the Site.
6. Customers will authorize and require the Qualified EVSP to provide operational data (e.g. charging session data, energy interval data) to PacifiCorp or the Customer will provide this data to PacifiCorp. The Customer agrees to allow PacifiCorp and its agents and representatives to use data gathered as part of the pilot in regulatory reporting, ordinary internal business use, industry forums, case studies or other similar activities, in accordance with applicable laws and regulations and to participate in PacifiCorp led research such as surveys.

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**TRANSPORTATION ELECTRIFICATION  
FLEET MAKE READY PILOT**

(N)

**Special Conditions (continued)**

7. If the Site changes ownership or leaseholdship, participation in the pilot may be assumed by the new owner or lessee if it is willing to meet the Pilot requirements.
8. In the event the Customer breaches or terminates the participation agreement, the Customer will reimburse PacifiCorp the pro-rata value of the custom incentive, calculated over the 10-year term.

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