

PacifiCorp Oregon Transportation Electrification Plan Stakeholder Meeting #3

Friday September 23, 2022, 10:30 am -12:30 pm Pacific Time
Meeting Notes

Executive Summary

There were 41 attendees from 26 companies and organizations at the September 2022 Oregon Transportation Electrification Plan (TEP) Stakeholder Meeting #3. PacifiCorp shared its goals and objective for this series of meetings that are part of its work to update its Transportation Electrification Plan (TEP) over the course of the next six months. This session provided details on PacifiCorp's planned program portfolio, and specific program design proposals were detailed. The session also included discussion on the portfolio's value proposition and an update on the portfolio timeline. Top priority for PacifiCorp was to obtain feedback from participating stakeholders on its planned portfolio for its 2023-2025 TEP.

PacifiCorp Transportation Electrification Plan Goal

To develop a robust, equitable, innovative, iterative, and customer-centric transportation electrification plan (TEP).

Stakeholder Engagement Objectives

- Engage underserved communities throughout our service area to support the development of an equitable TEP
- Identify localized market barriers and strategies related to advancing TE within our service area
- Identify and prioritize TE program initiatives that are supported by our stakeholders and will be integrated into the TEP

September 2022 Meeting Objectives

- Introduce PacifiCorp's future Program Portfolio and receive feedback on the offerings
- Discuss the portfolio's value proposition, benefits and costs
- Brief on the Portfolio timeline, ongoing engagement opportunities and next steps

[Slides available here <Oregon Transportation Electrification Planning \(pacificpower.net\)>](#)

A list of the meeting participants' affiliations can be found at the end of this document.

Stakeholder comments and questions (including PacifiCorp responses, as warranted) are included in the Appendix.

Introduction to the September 23rd Session

This is the third session in a three-part series. In July the discussion focused on EV and EV infrastructure current state and PacifiCorp service area characteristics. The August session focused on PacifiCorp's EV strategy and guardrails. This September meeting focused on PacifiCorp's prospective implementation of both new and continuing programs, and their associated budgets.

Recap: Stakeholder Themes & Actions from August 11th Session

28 attendees from 24 companies/organizations attended the August 11th session, with discussion focused on three main topical themes:

- 2023-2025 TEP portfolio guardrails
- A deep dive into PacifiCorp's proposed EV forecast in our service area
- Discussion on PacifiCorp's portfolio value and projected size

PacifiCorp has received feedback and/or questions from 12 organizations and companies, listed on slide 8. And the key feedback themes and PacifiCorp responses are listed on slides 9-10. PacifiCorp highlighted a handful of these items, including:

- Stakeholder encouragement for PacifiCorp to push to the higher bounds of the proposed TE portfolio size;
- A desire for further and deeper discussion on outreach strategies, including how to effectively engage customers and partnerships;
- Questions around EVSE equipment requirements, equipment up-time, and encouraging port access;
- Questions regarding future of managed programs including vehicle-to-grid (V2G) pilots

PacifiCorp's Proposed 2023-2025 Program Portfolio (slide 11)

This section of the meeting focused on PacifiCorp's estimated TE portfolio size for the 2023-2025 time-period, a draft roadmap of anticipated programs, and draft program designs. Slide 13 provided an overview of PacifiCorp's prospective TE portfolio, program type, targeted sector, and top-line budget figures. PacifiCorp anticipates a portfolio size between \$25-40 million and it welcomes feedback on this. Overall, PacifiCorp anticipates providing a number of different program types to the market to target our key customers and TE sector types over the next three years.

Estimated TE Portfolio Size

Program Type	Estimated Total Value (\$) 2023–2025	Potential Forecasted Maximum Guardrails	Estimated Percentage of Portfolio	Clean Fuels	Sector Support				
					Residential	Commercial	Multifamily	Fleet	Medium & Heavy Duty
Rebates	\$25–\$41 million	\$23–\$66 million	23%		✓	✓	✓		
Make Ready			10%			✓	✓	✓	
Planning, Grid Integration & Load Management			3%	✓	✓	✓	✓	✓	
Public Infrastructure Utility-Owned			14%		✓	✓	✓		✓
EVSE Code Support			4%	✓		✓	✓		
Outreach and Education			10%	✓	✓	✓	✓	✓	✓
Grant Programs			36%	✓	✓	✓	✓	✓	✓

*The estimated ranges are based on varying levels of clean-fuels revenue. With market volatility, PacifiCorp has identified programs that can be ramped up and down

**Estimated percentage by programmatic type includes administration and portfolio operating support costs

Slide 14 provided an overview of all the customer programs PacifiCorp plans to run in the 2023-2025 time-period, with 5 of the 15 programs being new activities (see graphic below). (Note that the *Public Infrastructure Utility-Owned Program* is considered one program though it is listed twice in the below graphic, given it is targeted at both Commercial & Multi-family and Fleet & Medium/Heavy Duty segments.)

Customer Programs Draft Roadmap 2023–2025

	2023	2024	2025
Residential		Residential EVSE Rebate Pilot Program	
		Residential Time-of-Use Rate	
	✦	Residential Managed Charging Pilot Program	
Commercial & Multifamily		Commercial & Multifamily Technical Assistance Program	
		Non-residential EVSE Rebate Program	
		Commercial Time-of-Use Rate	
	✦	Public Infrastructure Utility-Owned Program	
		Support EV Code Ready Enhancement	
Fleet & Medium/Heavy Duty		Fleet Technical Assistance Program	
	✦	Fleet Make-Ready Pilot Program	
	✦	Public Infrastructure Utility-Owned Program	
Grant Initiatives		E-Mobility Grant Program	
		Matching Grant Program	
		Grant Writing Microgrants	
		✦ Municipal and Community Grant Program	
Outreach		Outreach & Education Pilot Program	

✦ New Activity

PacifiCorp presented information on the three programs that the Oregon Public Utilities Commission (OPUC) has already granted their approval of on August 24, 2021. They include:

Residential EVSE Rebate Pilot Program

The Residential EVSE rebate pilot program's approved budget is for more than \$2.6 million for the three-year time-period. The program offers rebates that range from \$500 - \$1,000 for customers who are installing Level 2 chargers at their homes, with the rebate capped at 75% of total project costs so the customers have some cost share in the investment. Income qualified residents can receive up to \$1,000 with no cap for the total project costs. Since the pilot program's launch on June 1, 2022, PacifiCorp has received 99 residential rebate applications to date. Of those applications that have been processed to date, 11.5% of the customers were income qualified.

Non-residential EVSE Rebate Program

The Non-residential EVSE pilot program's approved budget is for more than \$2 million over three years. Pacific Power's non-residential EVSE Rebate is available to commercial customers and multi-unit dwelling owners. Commercial customers can receive up to \$1,000 per port with up to 6 rebates available for each commercial customer. Multi-unit dwelling owners can receive a rebate of \$3,000 per port up to 12 ports. As with the Residential EVSE rebate pilot program, Non-residential rebates are capped at 75% of the total project costs. PacifiCorp is collaborating with the Oregon Department of Transportation (ODOT) on their non-residential EVSE rebate program to offer rebates that will stack to cover 100% of the EVSE costs for multi-unit dwellings and cover the majority of the EVSE costs for commercial customers. Since the pilot program's launch on June 1, 2022, PacifiCorp has received two applications though a number of queries.

There are numerous possible reasons for the slow up-take on these rebates. It is possible that many of our commercial customers are waiting for ODOT's non-residential program to launch so PacifiCorp hopes that the launch of that program will increase the programs participation moving forward, especially for multi-family unit dwellings. Likewise, potential non-residential buyers of EVSE could also be waiting to determine how much federal money will become available given both the 2021 Infrastructure Investment and Jobs Act and the 2022 Inflation Reduction Act (IRA) passage.

Outreach and Education Pilot Program

PacifiCorp next discussed its current Oregon Clean Fuels grant offerings that it plans to continue, along with one new program it plans to seek approval for from the OPUC. The two existing program are the e-mobility grant program, and the grant matching and grant writing support program; the new program would be a municipal and community grant program.

The overall objectives for these grant initiatives are to reduce the average carbon emissions from transportation fuels in Oregon by 10% below 2015 levels by 2025. Although project recipients are non-residential customers, projects must benefit residential customers and be designed to support projects that advance electric transportation in underserved communities, including areas with low density of public charging. Details on each of these were presented.

E-Mobility Grant Program

PacifiCorp has two and one-half annual cycles of experience with the E-mobility grant program. PacifiCorp has awarded \$2.1 million to 22 projects over the first two years, and is currently reviewing 38 applications for the \$1.5 million in grant funds available for the 2022 application year. Over the 2023-2025 time-period, PacifiCorp anticipates having between \$4.7 and \$7.3 million available for E-mobility grants.

Grant Matching & Grant Writing Support

The grant matching & grant writing support program is also funded by Oregon's Clean Fuels Fund. The objective of these funds is to provide customers with necessary matching funds to win additional grant funds. And to leverage additional funding sources to create a larger pool of funds for customers to implement projects. PacifiCorp anticipates that this segment will grow significantly as other state and federal grant programs continue to expand. In 2022 PacifiCorp's estimated available funds were \$500,000 for these activities, with 2023-2025 funds being in the \$1.3 million to \$1.9 million range.

Municipal and Community Grant Program

This proposed program is designed to encourage communities in PacifiCorp's service area to invest in micro-mobility and school bus needs, particularly in underserved communities. PacifiCorp anticipates that the incentive amount will be approximately \$250,000/electric school bus and that school districts will pair this newly proposed program with PacifiCorp's Fleet Make-ready Program. The incentive is intended to cover the incremental cost of electric school buses, that is, the difference in cost between the traditional bus and the electric bus. (For reference, the incremental cost is approximately \$200,000 for a Type A electric school bus, and \$250,000 for a Type C or D electric school bus.

PacifiCorp also intends to support community grants for e-bike rebate for income qualifying individuals as part of this new program. With the anticipated funding for the 2023-2025 time-period are estimated to be between \$2.5 and \$4.3 million, PacifiCorp aims to enable the purchase of 4 to 8 electric school busses in our service area, as well as 100 to 200 e-bikes.

New Programs:

PacifiCorp next provided details on four new programs it is proposing to include in its update TEP.

Fleet Make-Ready Pilot Program. Looking for feedback on Enable market transformation

PacifiCorp has heard a lot from customers about the need to support infrastructure build-out for future plans for customers in fleet electrification. This proposed program would provide behind-the-meter (BTM) rebate program support (as a standard incentive or custom incentive to customers) and will support all make ready infrastructure.

The objectives for this program include 1) enabling market transformation by minimizing cost for make-ready, 2) address knowledge gaps and build confidence with customers, 3) think to the future of demand side resources and how to ensure all types of vehicles are integrated.

At the highest level, the customer would have the option to participate in the existing TE program fleet assessments, then move through the rebate process. The program would be eligible for all classes of vehicles and open to both on-road and off-road. There would be a minimum purchase of two vehicles required for the program period, and PacifiCorp anticipates a program life of five years. For the first three years (2023-2025), the overall budget would be between \$2.7 million and \$3.5 million, with rebates of from \$7,000-\$20,000 per port for BTM and/or a customer incentive calculation. This would be added to the existing line extension allowance and we anticipate the program to enable about 400 ports over the five-year period.

Public Utility-Owned Infrastructure Pilot Program

Over the last three years, PacifiCorp piloted a utility owned public infrastructure program placing DCFC/Level 2 charging pods across the state in areas of need. This new program would build on those pilot successes and build a more comprehensive infrastructure program and look to place infrastructure equitably throughout our territories in areas of most need while piloting new types of technology (e.g.,

right of way pole and DCFC right of way charging). Over the next three years, PacifiCorp proposes to utilize a budget of \$3 million to \$5 million to support infrastructure throughout our service area. We anticipate this enabling a total of 215 ports, including a mix of Level 2 and DCFC ports.

A key item to bring up in this pilot program is our investigation into pricing strategies. First off, PacifiCorp currently utilizes Schedule 60 for company owned chargers (using a \$/minute approach), we anticipate changing this to a \$/kWh charge. Additionally, building on feedback from Climate Solutions, PacifiCorp will investigate how to enable different pricing schemes for income-eligible customers for company owned chargers.

Residential Managed Charging Pilot Program

As part of the August 24th filings, OPUC staff asked PacifiCorp to investigate the future of a demand response (DR) or managed charging program for residential customers tied to the EVSE rebate program. As part of our response, PacifiCorp proposes to actively manage electric vehicle loads through vehicle and charger enabled protocols. The initial phase of this program would be focused on residential customers with plans to scale and expand to multifamily customers.

The objectives of this program are really about shifting charging from on-peak to off-peak times, which would result in lower costs to customers to charge during those off-peak times by adopting the current TOU rates. In addition, the long vision here is to integrate this into our future DR portfolio as a resource for future event management. Overall, we hope to reach about 10% of the overall population which would be about a 1,000 vehicles by the end of the three-year pilot.

Support EV Code Ready Pilot Program

Updated code rules in Oregon require that a minimum of 20% of newly constructed buildings, garages and parking areas be built with EVSE capabilities available, or be “EV ready”. PacifiCorp wants to support a higher adoption of new parking facilities being EV ready, which is the purpose of this pilot program. This program concept stemmed from conversations between PacifiCorp and the City of Portland, particularly to assist affordable housing developers narrow the cost gaps to move beyond the 20% state requirement and meet Portland’s requirement that reaches 40%.

PacifiCorp proposes a program that would provide incentives to affordable housing developers encouraging them to go above the 20% requirement. This could be open to different customer types as well, not just affordable housing. The pilot program would launch in 2024. By the end of 2025, PacifiCorp anticipates that 200-300 new EVSE-enabled parking spots will be built, at an incentive cost of \$2,500/parking spot. of 2025.

Also, PacifiCorp wants to request stakeholder feedback on whether a portion of this funding be transferred to the City of Portland to supported their proposed multi-family EV ready program that will be going in front of the Portland Bureau of Planning and Sustainability’s (BPS) in the next few months. The funds would facilitate affordable multi-dwelling housing project compliance with proposal to require sites with five or more new dwelling units to provide electrical vehicle-ready infrastructure as follows:

- 100% of parking spaces when six or fewer spaces are provided; or
- 50% of parking space when more than six spaces are provided.

TE Value Proposition, and Societal and Customer Impacts (slide 26)

This part of the presentation focused on the benefits and costs of the proposed program portfolio and the analysis PacifiCorp anticipates conducting for each of the different program applications. PacifiCorp

also shared some preliminary estimated benefits from completed analyses on the future forecast for the next three years

Slide 28 presented the benefit-cost testing metrics that PacifiCorp and the OPUC potentially will use to determine the cost-effectiveness of its TE investments. These metrics will first determine whether the resources or actions have benefits that exceed the costs and therefore merit utility investment on behalf of customers. They can also help evaluate tradeoffs and potential rate impacts from PacifiCorp's TE investments. As indicated in the slide's table, the Societal Cost test will encompass the most variables and inputs to bring a holistic view into the program and portfolio.

Slide 29 indicates the anticipated estimated net revenue and estimated CO₂ emission reductions from the future light duty vehicles projected to be on the roads in PacifiCorp's Oregon service area. PacifiCorp is currently estimating a total of \$12 million in net revenue taking out the estimated utility costs incurred to power those vehicles, and excludes the value of emission reductions, in the 2023-2025 time-period.

Slide 30 provided a recap on the overall proposed TE plan PacifiCorp is working on for its 2023-2025 TE investments. Again, PacifiCorp anticipates that the Clean Fuels funds and the monthly meter charge revenue will provide a minimum of \$25 million over the next three years to be invested in supporting EVSE deployment in its Oregon service area, with an upside of up to \$41 million.

TE Portfolio Timeline & Next Steps

PacifiCorp discussed its draft timeline for sharing its draft TE Plan with stakeholders (prospectively November 2022) and filing its TE Plan with the OPUC (tentatively Q1 2023). With this meeting, PacifiCorp has completed three Stakeholder meetings on its TE Plan development, also highlighted the ongoing local Stakeholder in-person meetings it is holding in six locations in its service area. (slide 32)

Upon filing its draft TE Plan with the OPUC, the OPUC will convene a new series of meetings to receive formal feedback from stakeholders on the plan. In the meantime, PacifiCorp request stakeholders to continue to ask questions and provide suggestions and feedback to its proposed TE Plan presented at this meeting.

Participant List

Organization

Applied Energy Group
Cascade Policy Institute
ChargePoint
Charlie Allcock Consulting LLC
City of Portland
Climate Solutions
Daimler Truck NA
Davison Van Cleve
Emerald Valley EVA
Enel X Way



EV Connect
FLO EV Charging
FreeWire Technologies
Green Energy Institute (Lewis & Clark College)
Hood River County Energy Council
NW Energy Coalition
Oregon Citizens Utility Board
Oregon Department of Energy
Oregon Department of Transportation
Oregon Environmental Council
Oregon Public Utility Commission
Portland General Electric
Terawatt Infrastructure
The Environmental Center
Unidentified
WeaveGrid

PacifiCorp Attendees

- Kate Hawley
- Steven Alaman
- Berit Kling
- Alex Osteen
- Christina Medina

Appendix: Questions & Answers and Comments During the Meeting

TE Portfolio Programs Overview

Question or Comment	PacifiCorp Response
<p>An EVSE supplier asked about the specifics on EVSE requirements for qualifying for PacifiCorp’s incentives in the future, as this speaker’s company wants to ensure that PacifiCorp’s requirements align with other jurisdictions (particularly California) to achieve industry standardization.</p>	<p>PacifiCorp has yet to embark on this effort since its creation of criteria for eligibility for the company’s residential and non-residential rebates on Level 2 EVSE equipment (which launched June 1, 2022). However, the criteria used for this program was largely based on existing PGE and California standards (including forthcoming standards due to be in place by July 1, 2023). Going forward, adding coordination between EVSE suppliers and others is something PacifiCorp can do. Portland General (PGE), for example, had an excellent workshop that PacifiCorp has learned a lot from. Perhaps PacifiCorp can coordinate with PGE to have a joint session for consistency.</p>

Draft Program Designs (part I)

Question or Comment	PacifiCorp Response
<p>Regarding the Residential EVSE Rebate pilot program, with PacifiCorp’s time-of-use (TOU) rate be used with this program? Are awardees being auto-enrolled into the TOU rate, or can they stay on their basic rate tariff?</p> <p>And if the TOU rate isn’t beneficial to the customer? Will PacifiCorp inform the customer of that?</p>	<p>If the customer in question is not income qualified, they will be auto-enrolled for a 12-month period. PacifiCorp informs the customer via several notifications that they are moved to the TOU rate.</p> <p>Income qualified customers will not be auto-enrolled and will remain on their current tariff, and will have to opt-in to the TOU rate if they wish to sign up for it.</p> <p>PacifiCorp is currently not monitoring customer usage as it relates to TOU or regular residential rate. If the customer does experience hardship due to the TOU rate change, the customer can be shifted back to the original residential rate.</p>
<p>The outreach and education program was one of the three programs already approved by the OPUC, correct?</p> <p>And the budget presented is part of the original budget plan?</p>	<p>Yes, the Outreach and Education Program was approved by the OPUC in August 2021.</p> <p>Partly, through 2024. PacifiCorp has added the proposed 2025 budget to today’s presentation, as it’s an extension of the project.</p>
<p>Will PacifiCorp be tracking the Federal incentives that are part of the new IRA law, particularly to help customer understand it and reduce potential confusion?</p>	<p>Yes, and we’re already starting to do this with information posted to our transportation electrification website. It is likely we will need to continue expanding this information, as well.</p>

<p>Do the estimated funds incorporate projected revenue from incremental credits?</p>	<p>Yes, but we're looking at a lower cost of carbon value. It was around \$120/ton, and more recently it has lowered to \$106/ton credit value, so we're revisiting this to determine how much funding PacifiCorp will have for this activity.</p>
<p>It appears that some past Grant awardees have run into supply issues and thus haven't been able to complete their past projects. Is PacifiCorp working with past Grant Awardees in such situations to help them completed their projects?</p>	<p>Yes, PacifiCorp is working with past Grant awardees who have yet to complete their projects to allow them to continue work on them.</p>
<p>Regarding supply-chain constraints, it would be helpful to have a briefing for how PacifiCorp is working through this.</p>	<p>Yes, PacifiCorp can work with internal teams to help provide a briefing to stakeholders regarding supply-chain constraints.</p>
<p>Regarding the Grant Matching and Grant Writing program, you mention that getting the word out is important. How much money is not being awarded and left on the table?</p> <p>Is it a big issue that people aren't knowledgeable and money is not being used?</p> <p>Are there limitations on the match?</p>	<p>In terms of grant matching support, we have not had requests for support yet.</p> <p>For grant matching, PacifiCorp has had several requests this year. Roughly 75% of the available funds remain for 2022.</p> <p>In the past, roughly 50% of the funds available for these activities have not been used in prior years, but these funds do roll into the following year's total funds available, so the money is not lost. PacifiCorp's account managers are being asked to promote the availability (and use of) these funds more. Note that matching funds are required, but there are a variety of sources available for such matching funds, including federal, state, and local governments. Overall, there are very few limitations on them.</p>

Draft Program Designs (new programs)

<p>PacifiCorp's newly proposed Fleet Make-Ready Pilot Program has the potential to completed the electric school bus efforts by the Federal Gov't, which only covers the front-end.</p> <p>There are fleets that are starting and fleets that are expanding. How are we going to make these investments if we're only getting first delivery this year, but we have a five-year plan going forward? How can we get infrastructure investments supported if we're not going to be adding most of our EV buses down the road in the future?</p>	<p>PacifiCorp intends to future proof such capabilities through working with potential applicants through a "customer journey", e.g., ensuring that the anticipated ports coming on-line are included so that the customer (or PacifiCorp) is able to trench everything at the same time rather than incrementally.</p> <p>Also, note that PacifiCorp only requires a minimum of two vehicles to be considered a "fleet", and these vehicles could include either on-road or off-road vehicles. This approach allows non-standard fleet customers, such as farms, airports, fork-lift operators, etc., to participate in this program.</p>
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<p>Is there consideration of allowing L2 charging at different levels (e.g., 6 kW or 18 kW) levels for incentive amount? Does this proposed program have this flexibility?</p>	<p>PacifiCorp will consider the different costs of Level 2 EVSE that charges at different rates, but incentives would be considered a Custom Incentive.</p>
<p>The behind-the-meter incentive under this Fleet Make-Ready Pilot Program incentive and line-extension amounts, are they agnostic of type of charging equipment being installed, or does an applicant need to specify specific make-and-models of EVSE?</p>	<p>The pilot program is intended to be agnostic, and based on studies and surveys of customers we've completed as to what they are planning for.</p>
<p>Are the targets mentioned (400 new ports) for PacifiCorp's Oregon service area or for all of PacifiCorp's multi-state service area?</p>	<p>This target of 400 new ports is just for PacifiCorp's Oregon service area.</p>
<p>I'm having trouble, understanding how the potential custom incentive would work. So, it seems like the option is either a port per port incentive, or could you just give an example of what the custom one would be?</p>	<p>PacifiCorp anticipates that these customer incentives will be similar to the approach taken with custom incentives for energy efficiency in buildings, for which there has been years of experience. This approach allows that all costs (and not just core equipment) is considered and eligible for incentives. – to get the smaller projects completed. Larger projects would be use.</p> <p>PacifiCorp requests feedback on this approach and to better understand what the market wants.</p>
<p>Are there going to be any parameters on this program in terms of providing funds? Is there a reasonable geographic distribution on rebates being planned? Areas with higher transportation-related pollution? Any eligibility criteria?</p>	<p>PacifiCorp is attempting to be very open, given the pilot nature of the effort, so that we learn where the market opportunities and interest are. We do not want to be too prescriptive.</p> <p>Initially, any customer type could apply and anticipate, though if we find that a lot of interest develops, we'd be open to modifying the eligibility criteria to avoid potential issues. We do plan to have a cap (e.g., 17 ports) per customer, so a small number of customers could not wind up with the vast majority of the funding.</p>
<p>The behind the meter incentive and the two to the meter incentive is that an either, or like the customer, would pick either the behind the meter incentive or the line extension credit, or is it additive?</p> <p>How is the line-extension credit developed?</p>	<p>The BTM and the meter incentive could be additive, that both could be applied for and received. Thus, in a way, PacifiCorp's line-extension program is like a "make-ready" program even though it is funded through a different source. The \$2.7-\$3.8 budget indicated in this slide (#22) is only for the BTM incentive.</p> <p>The calculation is based on the annual load, and includes all the costs the customer would need to take to provide EVSE-supported charging capacity.</p>

<p>I'm a bit lost. The line-extension program is totally separate from the Fleet Make-Ready Pilot, right?</p>	<p>You are correct, yet it will be additive to the overall kind of incentive for a customer to participate. In other words, one can qualify for both of these incentives, so they are additive. The line extension credit is on the utility side to the customer's meter. The proposed Fleet Make-Ready Pilot Program is "downstream" from the meter (or "behind the meter") inside the customer's property.</p>
<p>Regarding the line extension credit, suppose a customer deploys 20 Class A vehicles that could sum to 3.5 MW total demand. But given that they stage charge overnight, it might really be a 600-kW peak load increase. Does the credit take into account total load? Or is it focused on annual usage (kWh) over 12 months? Or a combination of factors?</p>	<p>The line extension credit takes into account annual usage (energy, or kWh), rather than peak demand.</p>

Public Utility-Owned Infrastructure Pilot Program

Question or Comment	PacifiCorp Response
<p>Could you provide a definition of Underserved communities?</p>	<p>During our Stakeholder Engagement meeting #1, we defined how PacifiCorp is enacting HB2165. PacifiCorp presented a composite index for underserved communities that included nine major components, including geographical, demographic, environmental, and social-economic criteria. PacifiCorp then mapped these data to identify the top 10 communities where these communities are.</p> <p>Below is the link to the Pacific Power transportation electrification planning page:</p> <p>https://www.pacificpower.net/savings-energy-choices/electric-vehicles/or-transportation-electrification-planning.html TEP_Meeting_July_7_2022.pdf</p>
<p>Regarding PacifiCorp's move away from Schedule 60 (e.g., charging in terms of \$/time, which can be discriminatory) does PacifiCorp have a rate for L2 ports or just DCFC?</p>	<p>Yes, PacifiCorp has rates for both DCFC and Level 2 charging.</p>

<p>Also, is it worth considering some TOU options, we believe? Having an on-peak adder might shift behavior to off-peak times.</p> <p>Also, we support having low-income customers being able to key in their account number</p>	<p>Yes, PacifiCorp agrees that it is worth considering additional TOU-related rate options that fit with EVSE charging. However, we want to ensure that such rates are not punitive but are aimed at shifting customer behavior so that they benefit (as the utility would) from more charging during off-peak hours).</p>
<p>Could PacifiCorp provide more insights into your work in building partnerships with communities to collate locate needed infrastructure. Is this specific to the charging, or would like bringing in the charging station enable additional benefits to that community?</p> <p>Resiliency might be a way to go, perhaps? Getting a benefit beyond just charging an EV might be a benefit to consider.</p>	<p>We've been holding Local Engagement sessions that include a mapping exercise, and we have community members mark up maps of where they think we should locate charging infrastructure. To be completed during the 4Q22.</p> <p>Determining the benefits of locating EVSE at these locations, we have a standard value stack, but we are open to alternative approaches, as well.</p> <p>For resiliency, perhaps consider adding a solar pod to provide some limited backup power.</p>
<p>A stakeholder suggested that PacifiCorp look at the Oregon Department of Transportation's (ODOT) interactive map for analysts to input where they think EVSE should be located. ODOT have even had entities state (via their map and website) that they would be willing to be site hosts. PacifiCorp should coordinate with ODOT on this exercise.</p>	<p>PacifiCorp would very much like to do this.</p> <p>Here is the link to the Pacific Power transportation electrification planning page: https://www.pacificpower.net/savings-energy-choices/electric-vehicles/or-transportation-electrification-planning.html TEP</p>

Residential Managed Charging Pilot Program

Question or Comment	PacifiCorp Response
<p>Is it necessary to have a TOU rate to move charging on to a different time frame?</p>	<p>PacifiCorp is not currently thinking a customer needs to be on a TOU rate, though it would behoove them from an economic perspective.</p> <p>The utility is aiming to keep its rates more simplified. Our residential TOU rates are a whole-home TOU rates, which offers complications.</p>
<p>Does PacifiCorp plan to call DR events through its TE-funded pilots</p>	<p>Initially, it's going to be about shifting the load for our first two years. PacifiCorp would control the EVSE to prevent the charger from charging until a certain time.</p> <p>Thereafter, we aim to get these resources included in the utility's DR program.</p>

Will this program be available to customers who participate in the EVSE Rebate program	Yes, but other customers as well, who didn't receive an incentive from PacifiCorp.
Would the EVSE requirements be the same as the rebate program?	Yes, customers who want to participate in this effort would need to have EVSE that would qualify for a rebate under the criteria laid out in our Qualified Products List.
Are these events going to occurred at fixed times, or will they be variable to match peak events? And will customers be able to opt out of an event?	PacifiCorp has not made the final decision as to whether the timing for these events will be set to a firm schedule or flexible to match specific peak events. As for of opting out, yes, a customer could always opt out of participating in a specific event if they wish to do so.
Would PacifiCorp be covering the extra cost for a communications-enabled EVSE L2?	Our QPL requires that the EVSE L2 charger has the capabilities required for us to run this program. As such, our rebate is already aligned with the cost of providing the necessary communications capabilities.
Has or will PacifiCorp coordinate with other utilities on QPL lists?	PacifiCorp is looking to expand the QPL coordination state-wide, and eventually a national standard. EPRI, for example, is working on a national standard (ODOT's Mary TK has been leading the work with EPRI on this.)
Where can I find the list?	https://www.pacificpower.net/content/dam/pcorp/documents/en/pacificpower/savings-energy-choices/electric-vehicles/OR_Charge_at_Home_Qualified_Products_List.pdf https://www.pacificpower.net/content/dam/pcorp/documents/en/pacificpower/savings-energy-choices/electric-vehicles/OR_Charge_at_Work_Qualified_Products_List.pdf

TE Value Proposition, Benefits and Costs Discussion

Question or Comment	PacifiCorp Response
Comment that though it may not be true now, it could soon be true that buildings that have EV charging will be worth more in the market and for rents, etc., soon as well.	NA
Avista (WA) compares benefits per managed charging versus non-managed charging. Is this something you've done?	PacifiCorp is the early stages of designing this program, and we anticipate this is something we can do in the future.

Final Questions

Question or Comment	PacifiCorp Response
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Can we expect the rate-impact analysis in the November 2022 draft?	Yes, a rate-impact analysis will be included in PacifiCorp's draft Oregon Transportation Electrification Plan.
Is the \$25 million planned spending just the monthly metering charge and the Clean Fuels charge? Or more funding?	The \$25 million is just the "System Benefits" charges (monthly meter charge and the Clean Fuels funding).