



PGE's Clean Fuels Budget Update Workshop

INFORM Stakeholder Workshop 3/19/26: Clean Fuels Program Budget UPDATE

#	Stakeholder Questions	PGE Answers
1	Follow up if there are any leftover funds in the Electric School Bus (ESB) program after recent grant cycles and report back to the questioner.	In the most current ESB cycle we awarded 99% of available funds and covered all qualified requests. Any unspent ESB funds are put back into the ESB budget and are used during the following cycle.
2	Provide a breakdown of the current year allocations within the Drive Change Fund (including details on legal acquisitions, supporting campaigns, infrastructure, etc.).	<p><u>Drive Change Fund 2025</u></p> <p>Who can apply:</p> <ul style="list-style-type: none"> • Applicant must be a non-profit, for-profit, or government entity. <p>Project categories include:</p> <ul style="list-style-type: none"> • Battery-powered electric vehicle acquisitions (includes e-bikes, e-tractors, e-forklifts, etc) • EV charging infrastructure installation • Education and outreach campaigns and programs - Other innovative projects that advance transportation electrification <p><u>2025 Awards Summary:</u></p> <p>In 2025, a total of 34 projects were awarded funding, reflecting a strong mix of vehicle deployment and supporting infrastructure:</p> <ul style="list-style-type: none"> - 28 projects included EV acquisitions, resulting in 42 vehicles funded - 1 project supported the acquisition of 5 electric forklifts - 2 projects funded 15 e-bikes - 26 projects included charging infrastructure, totaling 104 charging ports - 7 projects incorporated education and outreach components

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		<p><u>2025 Funding Allocation, ~\$5.8M Total</u> Program funding was distributed to balance direct deployment with enabling infrastructure and support services:</p> <ul style="list-style-type: none"> - 53% (\$3.1 M) - Electric vehicle acquisitions - 30% (\$1.7M) - Charging infrastructure and installation - 6% (\$0.3M) - Electric forklift acquisitions - 3% (\$0.1M) - Workforce training, safety training, and service equipment - 2% (\$0.1M) - Education and outreach efforts - 1% (\$0.1M) - E-bike acquisitions - 1% (\$0.06M) - Project management - 4% (\$0.2M) - Administrative costs -
3	<p>Get back with the typical cost of a transformer upgrade (specifically the type that would be funded in underserved communities by the \$1 million allocation).</p>	<p>The typical utility cost can range from \$3,000 to \$20,000+, depending on:</p> <ul style="list-style-type: none"> • Level of complexity • Transformer Size/Capacity - Larger KVA ratings cost more • Type of Transformer - Pad-mounted vs. pole-mounted • Location - Accessibility and terrain • Material Costs - Current market prices for materials • Permitting - Local permit requirements and fees • Additional Equipment - Any necessary supporting infrastructure
4	<p>Provide more details on the methodology for determining that a transformer upgrade is due to additional TE loads versus other maintenance cycles, and clarify the expected impact on ratepayers</p>	<p>Residential service transformer upgrades are typically triggered in one of two ways:</p> <ol style="list-style-type: none"> 1. Service upgrade. When a customer is adding load and submits a service upgrade request, PGE will evaluate whether the added load triggers a transformer upgrade. The customer-provided Request for Service with information will identify whether the added load is from EV charging or another load type. Per PGE Rule I tariff, the residential customer does not have to pay for the transformer upgrade if the added load is from EV charging. Therefore, such upgrade costs are born by all ratepayers. 2. Failure. If a transformer fails in the field, it's replaced with a new transformer, appropriately sized based on current standards. In these cases, it's difficult to know what caused the transformer to fail and whether EV load

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		<p>was a factor. These upgrade costs are born by all ratepayers for the first transformer failure, and this can cost more than a proactive upgrade because they're done during an outage and often require overtime labor.</p>
5	<p>Follow up on the definition on what constitutes a "zone" or "site" for the Strategic Grid Investments (SGI) program</p>	<p>A Strategic Grid Investment zone or site is the area containing the customers that benefit from the upgrade. The area will depend on the specific upgrades being made and the configuration of the distribution system in that area. For example, the area for a service transformer upgrade would just be the 4-8 customers connected to that transformer, but for a feeder upgrade it would be the entire neighborhood served by that section of feeder.</p>
6	<p>Follow up with specific data on the average timeline for interconnection requests (from customer request to connection) and compare to the SGI demonstration</p>	<p>For all commercial development service requests that have completed in the last two years, the average time from request to energization is 215 business days. This includes the time for a customer to make a decision on whether they want to upgrade once costs are identified.</p> <p>The SGI demonstration is trying to address the problem where a commercial customer submits a EV load service request and they are told there's isn't enough capacity and they would have pay for and wait for the upgrades. In nearly all of those cases, the customer cancels their project and sometimes looks at a different location. Therefore those cases would not be included in the timeline specified above because the projects never completed.</p>
7	<p>Follow up on the possibility of research into the marginal cost of EV readiness/capability in new multifamily developments.</p>	<p>At this time, we do not have data on the marginal cost of EV readiness or EV-capable infrastructure in new multifamily developments. These costs are determined and incurred by the developer as part of their overall construction process, and are not tracked or reported through our systems or programs.</p>
8	<p>Provide an estimate of how many additional EV deployments would be catalyzed by the proposed budget</p>	<p>While we understand the interest in quantifying incremental EV deployments, PGE does not currently estimate EV adoption as a direct output of the proposed budget. Clean Fuels Program investments are designed to support transportation electrification more broadly, with a focus on enabling infrastructure, grid readiness, customer affordability, and equitable access.</p> <p>Much of PGE's role is to help create the conditions that make EV adoption possible, ensuring the system can support increased load while keeping costs manageable for customers. As a result, these investments are expected to support and</p>

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		<p>accelerate EV adoption over time but are not necessarily tied to a specific number of vehicles deployed.</p> <p>Available public literature consistently shows that charging infrastructure is one of the most effective investments for accelerating EV adoption, particularly in communities without access to home charging or existing public infrastructure.</p> <p>While EV deployment is not a primary metric for these programs, certain investments do directly support vehicle adoption. For example:</p> <ul style="list-style-type: none"> • Drive Change Fund (2025 awards): <ul style="list-style-type: none"> • \$3.07M supporting electric vehicle acquisitions • \$324K supporting electric forklift acquisitions • \$89K supporting e-bike acquisitions • Electric School Bus Fund: <ul style="list-style-type: none"> • \$15.3M awarded (2023-2025) to support 57 electric buses