

Appendix B. Sunsetting Activities

B.1 Business EV Charging Rebates

Table 68. Business EV Charging Rebates Reference

Docket Number(s)	ADV 1155
Docket Name(s)	PGE SCHEDULE 52, NONRESIDENTIAL ELECTRIC VEHICLE CHARGING REBATE PILOT ³⁰⁰
Filing Date	July 17, 2020
Effective Date	December 18, 2020 ³⁰¹
Allowed (Approved) Utility Filing Date	December 15, 2020
Allowed (Approved) Utility Filing Name	Advice No. 20-19 ³⁰² , Advice No. 21-15 ³⁰³
Governing Tariff	Schedule 52 ³⁰⁴
Deferral Number(s)	UM 2003 ³⁰⁵
Deferral Date(s)	February 11, 2021 ³⁰⁶ , February 22, 2022 ³⁰⁷

B.1.1 Overview

B.1.1.1 Description of Program Activity

PGE's Business EV Charging Rebates program is available to non-residential customers in PGE's service area, excepting those participating in PGE's proposed Business Make-Ready Solutions program. Once the existing rebate budgets are exhausted, this program will sunset. [Section B.1.1.2](#), below, provides detail on the rationale for PGE's sunset of this program.

³⁰⁰ Coinciding with this filing PGE has also filed several tariffs including Schedule 52. The OPUC filing center will grant these tariff filings with an Advice File number. We will update this docket with those file numbers for parties to track.

³⁰¹ Additional Docket No. ADV 1273, filed 5/27/2021 and effective 7/1/2021, Advice No. 21-15, increased the standard rebate from \$500 to \$1,000 per qualifying L2 port.

³⁰² OPUC Advice No. 20-19, retrieved from <https://edocs.puc.state.or.us/efdocs/UAA/uaa15947.pdf>.

³⁰³ OPUC Advice No. 21-15, retrieved from <https://edocs.puc.state.or.us/efdocs/UAA/uaa115634.pdf>.

³⁰⁴ PGE Schedule 52, retrieved from https://assets.ctfassets.net/416ywc1laqmd/4kQwkhxFjOiA3zg1zFbWGI/70b713aa73ffae5f60127e93d64a0de/Sched_052.pdf.

³⁰⁵ OPUC UM 2003, retrieved from <https://apps.puc.state.or.us/edockets/docket.asp?DocketID=21817>.

³⁰⁶ February 2021 deferral, retrieved from <https://edocs.puc.state.or.us/efdocs/HAQ/um2003haq91312.pdf>.

³⁰⁷ February 2022 deferral, reauthorization retrieved from <https://edocs.puc.state.or.us/efdocs/HAQ/um2003haq145445.pdf>.

The program comprises the following rebate options:

- **Standard EVSE Rebate:** up to \$1,000 per qualified L2 port installed at non-residential settings
- **Multi-Family EVSE Rebate:** up to \$2,300 per qualified L2 port installed at multi-family dwellings
- **L2 Make-Ready Rebate:** 80 percent of the customer's make-ready and installation costs, up to \$6,000 per qualified L2 port, and \$36,000 per site (note that this rebate is not compatible with the Fleet Partner)
- **DCFC Rebate:** up to \$350 per kW for qualified DCFC, up to a maximum of \$25,000 per port

Participating customers are responsible for procuring and installing the EVSE. Customers commit to keeping the chargers operational and on an eligible PGE rate for 10 years, and also sign a release to allow PGE to collect charging session data from the qualified vendor.

B.1.1.2 Strategic Context

PGE's goal with this program was to support EV adoption by ensuring the availability of charging infrastructure to meet customers' charging needs. The program was designed to reduce the cost and complexity of installing EV Supply Equipment, which can preclude customers from deploying charging infrastructure. Finally, it created a network of demand-side resources to reduce the costs of serving EV loads by supporting efficient grid operations and future renewables integration.

The Business EV Charging Rebates program was designed to meet the needs of underserved communities—including renters, multi-family residents, and others who lack access to charging at home—by expanding access to public and semi-public charging. In addition, the rebate reservation system offers cost certainty and the ability to coordinate with other PGE programs (such as Fleet Partner) in a way that benefits capital-constrained organizations, including those that may serve underserved communities.

Despite the above, as of June 1, 2022 (halfway through the pilot's projected timeline), PGE had only issued 58 rebates through this program, or slightly less than 10 percent of the total number of projected rebates. The slow adoption of this program led to PGE proposing the Business EV Charging Rebates pilot expansion (see [Section 7.2.3.3](#)) through MMC 2022 budget filing, which was approved in October 2022.

PGE anticipates program funding will be fully reserved in 2023 with charger installations lasting through 2024. PGE does not propose a further expansion of the program as we transition to supporting infrastructure. In addition, PGE will be studying the load profiles of the installed chargers to determine where managed charging or updated rates and tariffs can be used to better manage the load for workplace, public, and multi-family locations.

B.1.1.3 Timeline

The current program is projected to extend through the end of 2023, or as long as the allocated budget lasts. Over this time period, this program will fund 500 Level 2 ports, 250 Level 2 make-ready installations, and 20 DCFC ports.

B.1.2 Budget

Table 69. Business EV Charging Rebates Budget: Existing/Approved Operating and Capital Expenditures (2022-2025)³⁰⁸

Programs	2023	2024	2025	2023-2025 Total
OpEx				
Evaluation				
Incentives				
Education and Outreach				
O&M on Investments				
Program Operations				
CapEx				
Total	\$460,000	\$2,328,728	-	\$2,788,728

B.1.3 Additional Scope/Scale

Once the existing rebate budgets are exhausted, this program will sunset.

³⁰⁸ The figures shown in this budget have been approved previously by the Commission through docketed proceedings, detailed in [Appendix I](#).

B.2 Affordable Housing EV-Ready Funding

Table 70. Affordable Housing EV-Ready Funding Reference

Docket Number(s)	UM 2033
Docket Name(s)	PGE TRANSPORTATION ELECTRIFICATION PLAN
Filing Date	July 29, 2022 ³⁰⁹
Allowed (Approved) Utility Filing Date	October 18, 2022 ³¹⁰
Governing Tariff	N/A

B.2.1 Overview

B.2.1.1 Description of Program Activity

PGE’s Affordable Housing EV-Ready Funding program provides limited-term funding to support affordable housing projects in PGE’s service territory meet the requirements of HB 2180, which requires that all new multi-family buildings be made EV-ready. EV readiness is defined as the installation of service capacity (or space to provide additional future service capacity) as well as the installation of conduit for Level 2 EVSE at 20 percent of the building’s parking stalls. The bill allows local governments to require a greater percentage of parking spots be made EV-ready, and the Oregon Land Conservation and Development Commission adopted a temporary rule in June 2022 that requires this of cities within metropolitan areas.

PGE allocated \$1 million of its 2022 Monthly Meter Charge funds be made available for affordable housing developers to meet these state and local jurisdictional requirements. PGE will fund \$2,500 per parking stall the developer makes EV-ready, up to 50 percent of the project’s parking stalls. Funding is on a first-come, first-served basis. This program will provide funding for approximately 360 EV-ready parking stalls at affordable housing developments in PGE’s service area.

B.2.1.2 Strategic Context

This program supports a more-equitable deployment of EV resources for residents of affordable housing. It does so by covering the cost of meeting the above code requirements for those affordable housing developers who have already secured fixed funding, but have not yet submitted permit applications. This allows affordable housing projects to proceed with the development process without seeking additional funding. The approach is a stop gap to assist developers as they adapt to these new code requirements.

³⁰⁹ See PGE’s 2022 Monthly Meter Charge Budget, at <https://edocs.puc.state.or.us/efdocs/HAH/um2033hah1673.pdf>

³¹⁰ Order No. 22-381, retrieved from <https://apps.puc.state.or.us/edockets/orders.asp?OrderNumber=22-381>

B.2.1.3 Timeline

The program will launch in 2022 and is projected to extend as long as the allocated budget lasts. Over that timeframe, we project that the program will fund 360 EV-ready parking stalls at affordable housing developments in PGE’s service area.

B.2.2 Budget

Table 71. Affordable Housing EV-Ready Funding Budget: Existing/Approved Operating and Capital Expenditures (2022-2025)³¹¹

Programs	2023	2024	2025	2023-2025 Total
OpEx	██████	██████	██████	██████
Evaluation	██████	██████	██████	██████
Incentives	██████	██████	██████	██████
Education and Outreach	██████	██████	██████	██████
O&M on Investments	██████	██████	██████	██████
Program Operations	██████	██████	██████	██████
CapEx	██████	██████	██████	██████
Total	\$1,000,000	-	-	\$1,000,000

B.2.3 Additional Scope/Scale

Once the existing budget is exhausted, this program will sunset.

³¹¹ The figures shown in this budget have been approved previously by the Commission through docketed proceedings, detailed in [Appendix I](#).