

The HB 2165 includes further detail and requirements for expenditures and tracking of the monthly meter charge. Utilities are required by law to account and report the revenues and expenditures in a manner prescribed by the Commission. The expenditures the utilities make must be made on elements in the utility's Commission-accepted TE Plan. Additionally, utilities must make "reasonable efforts" to spend at least 50 percent of that funding on activities to support TE in "underserved communities."

OAR 860-087-0020(2)(f) states:

An electric company may propose TE Plan updates at any time between scheduled TE Plan filings. An electric company is required to file a TE Plan update for material changes to its TE Plan. Material changes are new TE program or infrastructure measure applications, or program or infrastructure measure changes that require new incremental ratepayer dollars. Commission staff will work with parties to propose a schedule for public review of TE Plan updates.

Analysis

In this memo Staff will provide a background to this filing, including a discussion of the TE Plan update process and how it is being used in this instance. The memo will summarize PGE's two infrastructure measure applications, 2023 Monthly Meter Charge Budget, and stakeholder feedback, and conclude with Staff's recommendation.

Background

HB 2165 required Portland General Electric and PacifiCorp to begin collecting the Monthly Meter Charge from retail customers starting January 1, 2022. Prior to the legislation going into effect, Staff was investigating utility TE planning and investment frameworks within Docket No. UM 2165. In that docket the Commission directed Staff to open a rulemaking to revise Division 87, which outlines the requirements for TE program applications and plan filings. Those draft rules, in Docket No. AR 654, prescribe the budget approval and review process for TE expenditures, and were adopted by the Commission on September 6, 2022.¹

The Monthly Meter Charge section of HB 2165 went into effect before the new Division 87 rules. Because of this, Staff presented interim process guidance and definitions for the implementation of the new law.² Staff worked with parties to UM 2165

¹ See Docket No. AR 654, OPUC.

² See Docket No. UM 2165, *Interim process guidance and definitions for implementation of HB 2165 implementation*, November 24, 2021.

to establish implementation guidance for the 2022 monthly meter charge budgets.³ This interim guidance formed the basis for the new budget rules prescribed in OAR 860-087-0020(3)(g).

Under the new rules, regular TE planning requires a budget for all TE expenditures for three years. On March 23, 2023, PGE filed a budget for only Monthly Meter Charge expenditures in calendar year 2023.⁴ This is consistent with PGE's earlier proposal, which the Commission approved, to file the Monthly Meter Charge Budget for 2023 and an update to the 2019 TE Plan before filing a draft TE Plan for 2023-2025.⁵

New Infrastructure Measure Applications

PGE proposes to devote 75 percent of the Budget to two new infrastructure measures. These are Business and Multi-Family Make-Ready Solutions and Municipal Charging Collaborations.

The **Business and Multi-Family Make-Ready Solutions** would offer an incentive of up to \$17,000 per Level 2 (L2) port for make-ready costs for nonresidential public and semi-public charging. The Company describes semi-public sites as "workplaces, retail locations, destination centers, and multi-family locations."⁶ PGE would also pay a standard \$1,000 (\$2,300 for multi-family) per L2 port for other costs, such as customer obligations on the utility side of the meter.⁷ To participate in the program, customers must:

- Submit a refundable deposit to cover final site design, should extensive engineering be required
- Install qualified, networked, DR-enabled EVSE upon PGE's completion of make-ready infrastructure
- Keep EVSE operational and on a cost-of-service rate for 10 years
- Release charging data to PGE
- Reimburse PGE for pro-rata capital and rebate costs, should the participant breach any of the above commitments
- For multi-family housing projects only, must have a minimum of 10 percent affordable units and be in a census tract with greater than 50 percent of the premises meeting the underserved criteria as defined by HB 2165⁸

³ Id. at pp 1 – 11.

⁴ See Docket No. UM 2033, PGE, Oregon HB 2165 2023 Monthly Meter Charge Budget, March 2023.

⁵ See Docket No. UM 2033, OPUC, Order No. 23-034, February 8, 2023, Appendix A, p 4.

⁶ See Docket No. UM 2033, PGE, Oregon HB 2165 2023 Monthly Meter Charge Budget, March 2023, p 13.

⁷ Ibid. p 24.

⁸ Ibid. pp 20-21.

Given the incentives and requirements above, PGE expects this infrastructure measure to fund 100 L2 ports. The Company expects 40 percent of these ports to be multi-family projects.⁹ Offered on a first-come first-served basis, PGE expects all this funding to be reserved by the end of this year.¹⁰

The **Municipal Charging Collaborations Pilot** will design, own, and maintain electric vehicle (EV) chargers in public right-of-way and public property. The measure's intent is to leverage the siting of public property in underserved communities to install electric vehicle service equipment in areas that are least served by the current market. This infrastructure measure was launched in PGE's 2022 Monthly Meter Charge Budget, so it not completely new. The application is revised using the new Division 87 format. The Budget is expected to fund an additional 100 pole-mounted L2 chargers beyond the 60 funded by the 2022 Monthly Meter Charge Budget. The 160 ports funded by the Monthly Meter Charge follow the original two pole-mounted sites built during an R&D-funded demonstration project in 2020.¹¹

The two original demonstration sites are now well established near southeast Division Street in Portland, Oregon. PGE provides helpful data, comparing the energy outlays to the L2 charging at PGE's Electric Avenue sites.

⁹ See Docket No. UM 2033, PGE, Oregon HB 2165 2023 Monthly Meter Charge Budget, March 2023, p 21.

¹⁰ Ibid. p 22.

¹¹ Ibid. p 14.

Figure 1: PGE's Table 13 from the Municipal Collaboration Application

Station Name	Usage (kWh)
Pole Chargers	
Pole Charger 29th Ave.	5,241
Pole Charger 35th Ave.	4,893
Electric Avenue L2 Public Chargers	
Electric Avenue - World Trade Center	4,050
Electric Avenue - Hillsboro	69
Electric Avenue - Eastport Plaza	1,791
Electric Avenue - Wilsonville	221
Electric Avenue - Beaverton	1,211

Both deliver more energy than PGE's oldest existing Company-owned L2 ports at the World Trade Center.

New Expenditures on Existing Measure

Fleet Partner Pilot Enhancement and Managed Charging

In addition to the two new infrastructure measures for which PGE provides applications, the Budget will also fund an enhancement to the Fleet Partner Pilot, PGE's make-ready measure for commercial fleets and study managed charging. The enhancement is to consolidate the rebate these customers have been receiving through the Business EV Charging Rebate pilot. This will add more funding for the electric vehicle supply equipment (EVSE) and prevent fleet customers from needing to apply to two different offerings. The Budget will also add funding to research managed charging for these fleet customers.

Review of PGE's 2023 Monthly Meter Charge Budget and Plan

PGE expects to collect approximately \$5.9 million in 2023 from the Monthly Meter Charge. As detailed in Table 1, PGE plans to allocate these revenues specifically to fund Business and Multi-Family Make-Ready Solutions, Municipal Charging Collaborations, and Fleet Partner Pilot Enhancement and Managed Charging.

Table 1: PGE's 2023 Monthly Meter Charge Budget

Description	Amount
Business and Multi-Family Make-Ready Solutions	\$693,000
Municipal Charging Collaborations	\$3,242,000
Fleet Partner Pilot Enhancement and Managed Charging	\$832,000
Portfolio Support	\$499,000
Total	\$5,266,000

Stakeholder Comment

PGE released a draft Monthly Meter Charge Budget in advance and solicited comments from stakeholders before filing this Budget. PGE has summarized stakeholder feedback and included it as Appendix B.2.¹² Staff has reviewed this feedback, and we are not aware of any stakeholder that opposes this Budget.

Staff Recommendation and Rationale

Staff recommends the Commission approve PGE's Budget because it satisfies both the statutory requirements and the new Division 87 rules:

- **Monthly meter surcharge assessment:** PGE is collecting the Monthly Meter Charge at the required rate of one quarter of one percent of the Company's total revenue from retail customers. PGE is budgeting slightly less than the forecasted collection this year. Any remaining funds are held in a tracking account for Schedule 150.
- **Budget format:** PGE has presented the Budget with the granularity required under Division 87 rules. The Budget breaks expenditures down by activity, expenditure type, and estimates expenditures on underserved communities.
- **Types of expenditures:** As a TE Plan update, the approval of this budget adds to the scope of approved program elements in the 2019 TE Plan.
- **Expenditures on underserved communities:** HB 2165 requires electric companies to make reasonable efforts to expend not less than one-half of the amount collected from the Monthly Meter Charge on underserved communities. PGE plans to expend 58 percent of this Budget on underserved communities.¹³

¹² See Docket No. UM 2033, PGE, Oregon HB 2165 2023 Monthly Meter Charge Budget, March 2023, pp 61-73.

¹³ Ibid. p 11.

Conclusion

Staff recommends the Commission accept PGE's update of the Company's 2019 TE Plan. Acceptance of this update will approve PGE's 2023 Monthly Meter Charge Budget and the infrastructure measure applications for the Business and Multi-Family Make-Ready Solutions, and the Municipal Charging Collaborations. The Budget meets the statutory requirements of HB 2165 and the new Division 87 rules.

PROPOSED COMMISSION MOTION:

Accept Portland General Electric's update of its 2019 Transportation Electrification Plan, approving the 2023 Monthly Meter Charge Budget and infrastructure measures.