

Oregon Clean Fuels Program

2024 Annual Report



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About PacifiCorp

PacifiCorp d/b/a Pacific Power (PacifiCorp or the Company) provides safe and reliable electric service to more than 800,000 customers in Oregon, Washington and California. The Company supplies customers with electricity from a diverse portfolio of generating plants including hydroelectric, natural gas, coal, wind, geothermal and solar resources. Pacific Power is part of PacifiCorp, one of the lowest-cost electricity producers in the United States, with 2 million customers in six western states. For more information, visit www.pacificpower.net.

The Company is dedicated to helping customers and communities thrive by delivering an energy future that is reliable, affordable, sustainable, and safe. To do this, we work to protect and enhance the environment by conserving natural resources, reducing emissions, and protecting wildlife and habitat. We shape forward-thinking policies and innovative solutions to improve the livability of customers' hometowns and neighborhoods. We take pride in being an active member in the communities we serve, always striving to make the place our customers call home a better place to live.

I. Introduction

Purpose

PacifiCorp developed its Clean Fuels Portfolio in response to Public Utility Commission of Oregon (Commission) Order No. 18-376, which directed utilities to propose programs that utilize Oregon Clean Fuels Program (CFP) funds in accordance with Commission-approved principles.¹ Commission Order No. 18-376 established a schedule for the development of programs and required utilities to file their final program(s) and expenditure plans in docket UM 1826. Most recently, PacifiCorp has included the clean fuels expenditures as part of the Oregon Transportation Electrification Plan with the second TE Draft Plan covering 2026-2028 filed on May 1st, 2025². The final TE Plan is anticipated to be filed around Q3 of 2025.

In accordance with OAR 340-253-0640(11), PacifiCorp hereby submits the Annual Utility Report.

Background

The Oregon CFP evolved as a product of House Bill 2186 (2009), Senate Bill 324 (2015), and the rules promulgated by the Oregon Department of Environmental Quality in Oregon Administrative Rules (OAR) Chapter 340, Division 253. The initial goal of the CFP is to reduce the carbon intensity of the transportation fuels used in the state by 10 percent from 2015 levels by 2025. In March 2020, Governor Brown signed Executive Order 20-04, expanding the goals of the CFP to reduce carbon intensity by 20 percent from 2015 levels by 2025 and 25 percent reduction by 2030. In March 2021, the Environmental Quality Commission adopted amendments to the CFP rules to advance methods accelerating the generation and aggregation of clean fuels credits by utilities. The rule amendments include changes and additions that will further incentivize the generation and aggregation of electricity credits.

Fuel importers that do not otherwise meet the annual carbon intensity reduction standards may comply with those standards by purchasing credits from credit generators. Electricity is a transportation fuel under the CFP rules, and registered electric utilities are eligible to generate credits from residential charging of PEVs in their service territories.³ In July 2017, the Commission directed PacifiCorp to register as a generator of residential clean fuels credits before the October 1, 2017 deadline.⁴ PacifiCorp is separately generating non-residential credits from its utility-owned public stations.

When the Commission determined that utility participation in residential credit generation was in the public interest, it also determined that it was appropriate to provide guidance on how credits would be monetized and how resulting revenue would be spent. PacifiCorp actively participated in docket UM 1826, where the Commission established guidance on credit monetization⁵ and program design principles.⁶

This document outlines PacifiCorp's annual report for the program year 2024.

II. Program Design Principles

The Oregon Public Utility Commission issued Order No. 22-336⁷, which created permanent changes to Division 87 of the Oregon Administrative Rules (OAR) addressing the Transportation Electrification (TE)

¹ This proposal makes distinctions between: 1) the CFP, which is a state program that awards CFP credits for plug-in electric vehicle (PEV) charging; 2) PacifiCorp's Plan, which establishes the programs that PacifiCorp operates with CFP revenues; and 3) the programs (CFP Programs) that PacifiCorp operates under the Plan.

² <https://apps.puc.state.or.us/edockets/edocs.asp?FileType=HAH&FileName=um2056hah336524034.pdf&DocketID=22299&numSequence=91>

³ OAR 340-253-0330 includes guidance regarding role of electricity providers as clean fuels credit generators.

⁴ Order No. 17-250 (July 12, 2017). Investigation into Utility Participation in Oregon Clean Fuels Programs. [UM 1826, ORDER, 7/12/2017 \(state.or.us\)](#)

⁵ Order No. 17-512 (December 18, 2017). [UM 1826, ORDER, 12/18/2017 \(state.or.us\)](#)

⁶ Order No. 18-376 (Oct. 12, 2018). [UM 1826, ORDER, 10/12/2018 \(state.or.us\)](#)

⁷ Order No. 22-336 (September 8, 2022). Revisions of Division 087 Administrative Rules. [AR 654 \(Transportation Electrification\)...rder Second Time around encrypted .pdf \(state.or.us\)](#)

planning process to be consistent with Executive Order 20-04⁸ and 2021 HB 2165.⁹ These rules are informed by a staff guidance document that was adopted on August 26, 2022, in docket UM 2165 in Order No. 22-314.¹⁰

Through the orders described above, the Commission identified five principles to guide utility expenditure of residential CFP credit revenue:

1. Support the goal of electrifying Oregon's transportation sectors.
2. Provide majority of benefits to residential customers.
3. Provide benefits to traditionally underserved communities.¹¹
4. Programs are developed collaboratively and transparently.
5. Maximize use of funds for implementation of programs.

Clean fuels program funds are now being used to support implementation of Pacific Power's entire TE portfolio of activities. Prior to this portfolio approach, Clean Fuels Funds were more narrowly focused on grant programs and limited outreach activities. Following the approval of the TEP, the Clean Fuels funds are braided with Pacific Power's System Benefit Charge, which includes a Transportation Electrification public purpose charge. This supports TE investments statewide across the Company's service area.

The program offerings supported by the Oregon Clean Fuels Program funds align with the design principles identified by the Commission. Table 1, below, provides information on program offerings and how these offerings meet the design principles provided by the Commission.

Table 1: Program Alignment with Design Principles Funded Through Clean Fuels

Program Offering	Support the goal of electrifying Oregon's transportation sectors.	Provide majority of benefits to residential customers.	Provide benefits to traditionally underserved communities.
Grant Programs	<ul style="list-style-type: none"> Grant funds enable projects of all types to advance electrification 	<ul style="list-style-type: none"> Project must provide benefits to residential customers to be awarded 	<ul style="list-style-type: none"> Prioritizes projects serving underserved communities
Outreach & Education	<ul style="list-style-type: none"> Build awareness of transportation electrification options 	<ul style="list-style-type: none"> Events are primarily community-focused events, ride and drive events, workforce development, school events, or information available at Dealerships 	<ul style="list-style-type: none"> Outreach & Education events are prioritized in underserved communities
Managed Charging	<ul style="list-style-type: none"> Ensures optimal times of charging on the grid and utilizes load as a reliable frequency demand response resource 	<ul style="list-style-type: none"> Focused on residential customers that own electric vehicles 	<ul style="list-style-type: none"> Benefits are located throughout the service area

⁸ State of Oregon Executive Order 20-04. (March 10, 2020) [eo-energy-20-04.pdf \(oregon.gov\)](https://www.oregon.gov/energy/20-04.pdf)

⁹ 2021 HB 2165 (May 26, 2021). [HB2165 \(oregonlegislature.gov\)](https://legislature.oregon.gov/bills/2021/2165)

¹⁰ Order No. 22-314. (August 26, 2022). [UM 2165 PM Order 8-23-22 encrypted .pdf \(state.or.us\)](https://www.oregon.gov/energy/22-314.pdf)

¹¹ As defined in Commission Order No. 18-376, "Communities traditionally underserved by access to electric vehicles include but are not limited to multi-family housing, low-income communities, and areas with a low density of public charging stations."

Portfolio Support	<ul style="list-style-type: none"> Provides ongoing resources to sustain a more holistic portfolio of offerings to customers 	<ul style="list-style-type: none"> Focused on incremental crediting support to increase overall Clean Fuels revenue 	<ul style="list-style-type: none"> Studies, dashboards and new initiative development all focused on support greater underserved access
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III. Revenues and Costs

As a reminder, PacifiCorp files an annual Transportation Electrification Report with the Oregon Public Utility Commission detailing the activities and expenditures that occurred during the previous year¹². In 2024, PacifiCorp ceased to operate as a third-party aggregator for past grantees, as the administrative burden of collecting and aggregating this information was projected to financially expend more than the revenue projected to result from the aggregation activities. The Company is actively working on technological investments which may reduce the administrative costs of this activity in the future. Once enhanced systems are operational, PacifiCorp will reevaluate the potential for third-party credit aggregation.

Table 2, below, displays total residential credit revenue and total costs associated during the 2024 calendar year associated with the Clean Fuels Program. PacifiCorp monetized both base and incremental credits in 2024, thus the following revenue amount includes both residential base and incremental credit sales during 2024. Table 2 only illustrates the revenues and costs associated with only clean fuels credits.¹³ These values reflect only actual payments made during the calendar year, which includes payments made to grant recipients for commitments made in prior years.

Table 2: 2024 Total Clean Fuels Residential Revenue and Total Costs (In Thousands)

<i>Revenue (in Thousands)</i>	\$	3,733
<i>Costs (in Thousands)</i>	\$	4,190
a. Grant Programs	\$	2,870
b. Outreach & Education	\$	621
c. Portfolio Programs	\$	680
d. Managed Charging	\$	19

IV. Description of 2024 Programs

The following section describes the programs that were funded by CFP revenue from the sale of residential credits. PacifiCorp utilized CFP revenue to support grant funding opportunities, portfolio programs, managed charging, as well as outreach and education efforts. For more detailed information, refer to the filed 2024 TE Annual Report¹⁴.

E-Mobility Grant Projects

Electric Mobility Grant

¹² UM 2056 PacifiCorp's Transportation Electrification 2024 Annual Report (May 2025). PacifiCorp. Retrieved at [um2056hah336516034.pdf](#).

¹³ PacifiCorp used revenue generated in previous years to support the program payments in 2023. Thus, the program spending did not generate a deficit in 2023.

¹⁴ UM 2056 PacifiCorp's Transportation Electrification 2024 Annual Report (May 2025). PacifiCorp. Retrieved at [um2056hah336516034.pdf](#).

Pacific Power has awarded \$925,000 to 11 organizations in Oregon for projects that will expand electric mobility and connect people across the state to the cost-saving, clean-air benefits of electric vehicles.

The latest round of Electric Mobility Grants will support a variety of initiatives, including the purchase of electric vehicles and assistance for nonprofits to improve their charging infrastructure. The funding aims to benefit underserved communities. Additionally, community-focused organizations and nonprofits will have the opportunity to acquire electric vehicles to help them fulfill their missions. EV charging stations will also be installed in areas lacking adequate public charging facilities.

The following projects were selected in 2024 for E-Mobility Grants:

- The Environmental Center to purchase an EV that will help expand the reach of current programming in underserved and rural communities in Central Oregon.
- Central Oregon Irrigation District to purchase an EV dual port charging station and associated infrastructure upgrades, which will help support rural and underserved agricultural communities.
- The High Desert Museum to purchase an electric vehicle that will provide easy access to museum education and experiences for individuals who otherwise would not be able to participate.
- Upper Deschutes Watershed Council to enhance environmental education for underserved groups and promote sustainable solutions through conservation programs in Central Oregon. Funding will support the purchase of an EV to replace an existing internal combustion vehicle.
- Deschutes Basin Land Trust to support the purchase of an electric vehicle for restoration work being completed at Priday Ranch in Madras, Oregon.
- Jefferson County School District to provide low- or no-cost public charging for the surrounding low-to-moderate income community, workplace charging for school district employees and charging for the school district's first electric fleet vehicle.
- Commute Options to support an e-bike rebate program that provides access to electric bikes for 75 people living on low incomes in Bend, Oregon.
- Living Opportunities to provide reliable, eco-friendly transportation for individuals with intellectual and developmental disabilities.
- Firebrand Resiliency Collective to purchase a plug-in hybrid minivan and charging equipment to enhance service delivery and provide the first public EV charger in the community.
- B-Line Urban Delivery to provide a micromobility hub for individuals and small businesses to access e-cargo bikes and reduce traffic.
- Hood River County School District to purchase an electric van benefiting underserved students, including students with disabilities, migrant children and students experiencing homelessness, and to install EV charging infrastructure accessibly to the school workforce and public.

Grant Matching & Grant Writing Support

PacifiCorp provided Grant Matching Funds to six grantees in 2024. Table 3, below details the awardees and project descriptions.

Table 3: 2024 Grant Matching Awardees

Name	Project Description
Portland Public Schools	Portland Public Schools received a grant for their project to cover the differential in cost between a conventional school bus and an electric school bus. With the additional funds received through the PacifiCorp

	grant matching program, Portland Public Schools will be able to purchase three electric school buses.
Columbia Slough Watershed Council	The Columbia Slough Watershed Council received a grant to purchase an electric Ford F-150 Lightning truck to replace an older ICE pickup truck. The additional funding will support the electrification of their remaining fleet by replacing an ICE Jeep that has been costly for the organization to keep operational due to fuel and maintenance expenses. The Jeep will be replaced by a Ford E-transit van that will support the team's program or field operations and align with the organization's stewardship goals.
Center for Positive Aging	The Center for Positive Aging will purchase an ADA accessible electric 15 passenger vehicle for transportation of clients to health related to other services. The organization will run an electric passenger shuttle to and from their resilience hub, food pantries, vaccination clinics, special events, medical appointments and services, and to better provide health navigation and supportive services by using the van as a mobile health clinic.
FLIP Museum	The FLIP Museum has received funds to launch a mobile children's museum program to expand their impact for all children in the Portland Metro area. The organization plans to use the mobile museum to address the pressing mental health needs of local children. Children's museums have been shown to bolster social and emotional wellness and reduce behavioral health problems among children and their caregivers. With the additional funds received through the PacifiCorp grant matching program, the organization will be able to purchase a used Ford F150 Lightning that will tow the mobile museum to after school programs, homeless shelters, parent support groups, schools, childcare programs and more.
Project LEDO	The Project LEDO team has received funding to acquire an EV and set up a charging station and the additional funding from PacifiCorp will allow the organization to purchase a second EV. The second EV will expand the reach of the organization to STEM education for low-income students across Oregon. The EVs will both be used to transport students and educational materials to robotics programs, summer camps, and STEM outreach events across the state. The EVs will not only reduce logistical challenges and travel costs but will also provide an environmentally friendly solution aligned with the organization's commitment to sustainability. This new fleet of EVs will help Project LEDO better serve students in remote and under-resourced areas while reducing carbon emissions and demonstrating the benefits of electric transportation.
Hood River County	Hood River County has received grant funding to install EV charging infrastructure and purchase two light duty EV fleet vehicles to replace two existing ICE fleet vehicles. The additional funds will help reduce the cost burden on the County that is required if awarded an ODOT Carbon Reduction Grant. The County estimates that electrifying these vehicles will reduce GHG emissions by roughly 5 MTC02e annually.

	The County anticipates that operating the EV fleet vehicles will be less than their existing ICE fleet. This project will serve as a pilot that will allow the County to understand the benefits and challenges associated with using EVs to meet the County's fleet vehicle needs.
City of Medford – Canceled Project	The City of Medford applied for funds through the Federal Charging and Fueling Infrastructure Discretionary Grant to electrify 33 public parking spaces adjacent to key travel corridors in low-resource neighborhoods. The City of Medford's application wasn't selected to receive funding leading to the City of Medford canceling the project.
Grant Writing Support: Although PacifiCorp offered microgrants for grant writing support, there were no approved awards for this purpose in 2024.	

Grantee Roundtable Events

PacifiCorp hosted one roundtable event last year in April 2024. This was the third grantee roundtable to date. The grantee roundtables create a space for learning and cross-sharing amongst grantees to spawn a network of support. This round table hosted discussions on a micromobility program, a conservation non-profit adopting a Ford Lightning in Central Oregon, and a car share program.

Outreach & Education Programs

PacifiCorp promoted various EV marketing and outreach campaigns designed to bring awareness to the benefits that EV technology can provide communities. PacifiCorp has leveraged outreach and education campaigns to build awareness of the Company's TE offerings, including free technical commercial and fleet assistance studies for commercial customers, sponsorships to support statewide and local outreach, continued dealership engagement, and high-school education programs for future workforce development.

Ride and Drives & EV Event Sponsorships

In 2024, PacifiCorp partnered with non-profit advocacy groups and held community events throughout the Company's service area to offer free test drives in various EVs. The Company supported local EV groups with sponsorships to ensure that EV owners and specialists were on site to answer customer questions at each event. PacifiCorp's community sponsorships supported customer engagement at the Portland International Auto Show, Oregon Electric Vehicle Association's Earth Day and National Drive Electric Week events in Portland Oregon, The Albany Electric Vehicle Association's National Drive Electric Week, and a Lloyd Center Tower National Drive Electric Week EV showcase.¹⁵ In 2024, these events led to EV engagements with over 1,000 customers in Oregon and over 500 customer EV drives. Heading into 2025, the Company will deliver ride and drive events to Oregon communities in PacifiCorp's service area and will continue to partner with community organizations and non-profit advocacy groups to host outreach events.

Dealership Engagement

In 2024, PacifiCorp experienced a delay in launching dealership engagement program initiatives due to a Company realignment. PacifiCorp was able to maintain engagement with dealerships through sponsorships of community EV outreach and engagement events. The Oregon Electric Vehicle Association's Earth Day Ride & Drive involved collaboration with eight local dealerships from the Portland area. The Albany Electric Vehicle Association's National Drive Electric Week showcase was hosted at the Hyundai of Albany dealership.

¹⁵ [Pacific Power celebrates National Drive Electric Week](#); [Pacific Power Plans Drive Electric Event](#)

Heading into 2025, the Company will deliver a new dealership engagement program which will continue to recruit dealerships throughout Oregon to participate in the PacifiCorp's community sponsored events and ride and drive events to connect them to potential customers looking for EVs. Dealerships that participate in the program receive sales team EV curriculum that provides the basics of EV 101 and provides helpful sales tips and charging insights. Enrolled dealerships will be invited to a round table in 2025 to share their feedback about the program, capture insights from their sales teams about the EV market, and learn about the latest about PacifiCorp's program offerings available to support our mutual customers.

rEV Outreach Campaign

The Company's rEV outreach campaign equipped high school teachers with EV curriculum paired with in-person presentations. During the in-person presentations, EV experts displayed an EV for a "show and tell" to facilitate firsthand learning opportunities. After the presentation, students were given take-home materials about EVs and asked to complete surveys about the curriculum and what they learned. In 2024, the rEV campaign engaged 54 schools, 63 teachers and 4,690 students in the Company's Oregon service area.

Technical Assistance

PacifiCorp's Technical Assistance program processed 80 new applications during 2024, with 69 proceeding. Of the new applications received in 2024, 53 site walks were completed, and 50 reports were finalized. Participating customers received customized reports detailing site-specific preliminary conceptual designs, estimated construction cost estimates, and associated available funding avenues such as PacifiCorp's grants, rebate programs, and ODOT Community Charging Rebate program information. This year, the program expanded its support to help commercial customers with interconnection, guiding them through the new service request process when beginning construction. It also introduced total cost of ownership (TCO) analysis to assist fleet operators in understanding their transition to EVs, along with billing forecasts to give customers a clearer picture of potential energy costs and project feasibility. Overall, the top project types were fleet, workplace and multiunit dwellings. Parking type included open parking lots and mixed parking lots.

Portfolio Programs

PacifiCorp supported various activities across the Transportation Electrification Portfolio that support the provision of benefits to residential customers. These activities included efforts to conduct a tribal needs assessment, purchase RECs to generate incremental credits, and continue to evaluate the development of additional public charging.

PacifiCorp began claiming residential incremental CFP credits in 2022, based on 2021 information. PacifiCorp claimed incremental credits based on charging associated with EV drivers who participate in the PacifiCorp's voluntary Renewable Energy Certificate (REC)-based program, known as Blue Sky. Table 4 details below the incremental credit calculations.

Table 4: Incremental Credit Calculations

Year	MWh attributed to EV Charging	MWH Covered By Blue Sky	Additional RECS Purchased and Retired by PacifiCorp	Incremental Credits Received
2021	30,638	4,841	25,797	16,280
2022	44,463	7,114	37,349	23,372
2023	55,238	13,257	39,512	19,384
2024	66,331	15,920	50,411	NA

Note: Estimated from 2023 BlueSky DMV Match

Ascribing a zero-carbon value to charging load from Blue Sky participants allows PacifiCorp to reduce the carbon intensity of its electricity, thereby increasing the number of credits it generates. PacifiCorp identified 24% of its Blue Sky participants as utilizing EV charging as of year-end 2023. PacifiCorp subsequently purchased additional qualifying RECs under DEQ criteria to apply to residential charging that is not attributed to its Blue Sky programs. In February of 2025, 59,200 RECS were retired. Of those recently retired RECs, 2,469 covered the back-half of 2023; 23,458 covered the front-half of 2024; and 26,953 was applied to the back-half 2024. PacifiCorp intends to use the remaining 6,320 RECs for the front half 2025.