



Portland General Electric
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November 18, 2022

Public Utility Commission of Oregon
Attn: Filing Center
201 High Street, S.E.
P.O. Box 1088
Salem, OR 97308-1088

RE: Advice No. 22-38, Schedule 150, Transportation Electrification Cost Recovery Mechanism

Portland General Electric Company (PGE) submits this filing pursuant to Oregon Revised Statutes 757.205 and 757.210, and Oregon Administrative Rules (OARs) 860-022-0025 and 860-022-0030, for filing proposed tariff sheets associated with Tariff P.U.C. No. 18, with a requested effective date of **January 1, 2023**:

Second Revision of Sheet No. 150-1
Second Revision of Sheet No. 150-2

The purpose of this filing is to update the Schedule 150 prices to recover costs associated with the existing TE deferrals that were recovered through Schedule 150 prior to the addition of House Bill (HB) 2165. HB 2165 directed utilities to collect a transportation electrification (TE) charge equal to one quarter of one percent of the total retail revenue from a given year.

Part A, which is the portion of the rate associated with the TE deferral is allocated based on distribution revenues, as approved in Order No. 22-129. Part B, the portion associated with HB 2165, is allocated based upon total revenues, as approved with Advice No. 21-26.

To satisfy the requirements of OARs 860-022-0025(2) and 860-022-0030, PGE provides the following responses:

PGE estimates that approximately 931,000 (2023 forecasted average) Cost of Service (COS) Customers will be impacted by this overall \$1.8 million or 0.1% increase in COS revenues from the proposed Schedule 150 prices. A typical Schedule 7 Customer consuming 780 kWh monthly will see a bill increase of \$0.12 or 0.1%.

Work papers detailing the Schedule 150 price development are enclosed.

Please direct questions to Casey Manley at casey.manley@pgn.com Please direct all formal correspondence and requests to the following email address pgc.opuc.filings@pgn.com

Sincerely,

\s\ Robert Macfarlane

Robert Macfarlane
Manager, Pricing and Tariffs

Enclosures

PGE Advice No. 22-38

Work Papers

Provided in electronic format and password protected

**SCHEDULE 150
TRANSPORTATION ELECTRIFICATION COST RECOVERY MECHANISM**

PURPOSE

This Schedule recovers the costs to support the statewide decarbonization goals and long-term load growth through transportation electrification not otherwise included in rates. Expenditure of the revenue collected under this schedule will be made pursuant to ORS 757.357. This adjustment schedule is implemented as an automatic adjustment clause as provided for under ORS 757.210.

AVAILABLE

In all territory served by the Company.

APPLICABLE

To all bills for Electricity Service except Schedules 76R, and 576R.

ADJUSTMENT RATE

The Adjustment Rate, applicable for service on and after the effective date of this schedule are:

<u>Schedule</u>	<u>Adjustment Rate</u>	
7	0.074 ¢ per kWh	(I)
15/515	0.058 ¢ per kWh	(R)
32/532	0.070 ¢ per kWh	(I)
38/538	0.089 ¢ per kWh	
47	0.141 ¢ per kWh	
49/549	0.112 ¢ per kWh	
75/575		
Secondary	0.038 ¢ per kWh	
Primary	0.019 ¢ per kWh	(I)
Subtransmission	0.014 ¢ per kWh	(R)
83/583	0.029 ¢ per kWh	(I)
85/585		
Secondary	0.025 ¢ per kWh	(I)
Primary	0.021 ¢ per kWh	(R)
89/589		
Secondary	0.038 ¢ per kWh	(I)
Primary	0.019 ¢ per kWh	(I)
Subtransmission	0.014 ¢ per kWh	(R)

SCHEDULE 150 (Continued)

ADJUSTMENT RATE (Continued)

<u>Schedule</u>	<u>Adjustment Rate</u>		
90/490/590			
Primary	0.018	¢ per kWh	(I)
Subtransmission	0.018	¢ per kWh	(I)
91/491/591	0.068	¢ per kWh	(R)
92/492/592	0.030	¢ per kWh	(I)
95/495/595	0.068	¢ per kWh	(R)
485			
Secondary	0.025	¢ per kWh	(I)
Primary	0.021	¢ per kWh	(R)
489			
Secondary	0.038	¢ per kWh	(I)
Primary	0.019	¢ per kWh	(I)
Subtransmission	0.014	¢ per kWh	(R)
689			
Secondary	0.038	¢ per kWh	(I)
Primary	0.019	¢ per kWh	(I)
Subtransmission	0.014	¢ per kWh	(R)

Part A collects a charge to support transportation electrification in accordance with Section 2(2) of House Bill 2165.

Part B recovers costs associated with transportation electrification pilots not otherwise included in rates.

BALANCING ACCOUNT

The Company will maintain a balancing account to accrue differences between the incremental costs associated with transportation electrification and the revenues collected under this schedule. This balancing account will accrue interest at the Commission-authorized rate for deferred accounts.

DEFERRAL MECHANISM

Each year the Company may file a deferral request to defer the incremental costs associated with the implementation and administration of transportation electrification pilots. The rate on this schedule recovers only the incremental costs for implementation and administration of transportation electrification pilots. The deferral will be amortized over one year in this schedule unless otherwise approved by the Oregon Public Utility Commission.