



**Portland General Electric**

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November 16, 2023

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

**RE: Advice No. 23-33, 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, for filing proposed tariff sheets associated with Tariff P.U.C. No. 18, with a requested effective date of **January 1, 2024**:

Third Revision of Sheet No. 150-1  
Third 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), PGE provides the following responses:

PGE estimates that approximately 940,000 (2024 forecasted average) Cost of Service (COS) Customers will be impacted by this overall \$1.4 million or 0.05% decrease in COS revenues from the proposed Schedule 150 prices. A typical Schedule 7 Customer consuming 795 kWh monthly will see a bill decrease of \$0.14 or 0.1%.

Work papers detailing the Schedule 150 price development are enclosed.

Please direct questions to Casey Manley at [casey.manley@pgn.com](mailto:casey.manley@pgn.com) Please direct all formal correspondence and requests to the following email address [pge.opuc.filings@pgn.com](mailto:pge.opuc.filings@pgn.com)

Sincerely,

*\s\ Robert Macfarlane*

Robert Macfarlane  
Manager, Pricing and Tariffs

Enclosures

PGE Advice No. 23-33  
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	0.056 ¢ per kWh		(R)
15/515	0.043 ¢ per kWh		
32/532	0.050 ¢ per kWh		
38/538	0.056 ¢ per kWh		
47	0.079 ¢ per kWh		
49/549	0.075 ¢ per kWh		
75/575			
Secondary	0.022 ¢ per kWh		(R)
Primary	0.022 ¢ per kWh		(I)
Subtransmission	0.019 ¢ per kWh		
83/583	0.033 ¢ per kWh		
85/485/585			(C)
Secondary	0.028 ¢ per kWh		
Primary	0.024 ¢ per kWh		(I)
89/489/589/689			(C)
Secondary	0.022 ¢ per kWh		(R)
Primary	0.022 ¢ per kWh		(I)
Subtransmission	0.019 ¢ per kWh		(I)

**SCHEDULE 150 (Continued)**

ADJUSTMENT RATE (Continued)

<u>Schedule</u>	<u>Adjustment Rate</u>		
90/490/590			
Primary	0.021	¢ per kWh	(I)
Subtransmission	0.021	¢ per kWh	(I)
91/491/591	0.044	¢ per kWh	(R)
92/492/592	0.027	¢ per kWh	
95/495/595	0.044	¢ per kWh	(R)
			(D)

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.