

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>		(R)
7	0.030	¢ per kWh	
15/515	0.023	¢ per kWh	
32/532	0.027	¢ per kWh	
38/538	0.033	¢ per kWh	
47	0.026	¢ per kWh	
49/549	0.021	¢ per kWh	
75/575			
Secondary	0.024	¢ per kWh	
Primary	0.021	¢ per kWh	
Subtransmission	0.022	¢ per kWh	
83/583	0.032	¢ per kWh	
85/485/585			
Secondary	0.026	¢ per kWh	
Primary	0.024	¢ per kWh	
89/489/589/689			
Secondary	0.024	¢ per kWh	(R)
Primary	0.021	¢ per kWh	
Subtransmission	0.022	¢ per kWh	

SCHEDULE 150 (Continued)

ADJUSTMENT RATE (Continued)

<u>Schedule</u>	<u>Adjustment Rate</u>	
90/490/590		
Primary 30-250 Mwa	0.018	¢ per kWh
Primary >250 Mwa	0.017	¢ per kWh
Subtransmission	0.018	¢ per kWh
91/491/591	0.021	¢ per kWh
92/492/592	0.021	¢ per kWh
95/495/595	0.021	¢ per kWh
96/496/596/696	0.020	¢ per kWh

(N)

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.

SPECIAL CONDITIONS

1. For part A, the adjustment rate of the transportation electrification charges will be updated every year. The forecasted total retail revenue will be based on the rates in effect on January 1 of each year.
2. For part B, the costs associated with Docket No. UM 1938 and UM 2003 will be created for each schedule using applicable schedule's forecasted energy on the basis of an equal percent of distribution revenue applied on a cents per kWh basis to each applicable rate schedule, with long-term opt out and new load direct access customers priced at the equivalent cost of service rate schedule.

SCHEDULE 150 (Concluded)

SPECIAL CONDITIONS (Continued)

3. For part B, any future costs associated with transportation electrification pilots will be created for each schedule using applicable schedule's forecasted energy on the basis of an equal percent of revenue applied on a cents per kWh basis to each applicable rate schedule, with long-term opt out and new load direct access customers priced at the equivalent cost of service rate schedule.