



Erik Jacobson
Director
Regulatory Relations

Pacific Gas and Electric Company
77 Beale St., Mail Code B13U
P.O. Box 770000
San Francisco, CA 94177

Fax: 415-973-3582

November 25, 2019

Advice 5698-E

(Pacific Gas and Electric Company ID U 39 E)

Public Utilities Commission of the State of California

Subject: Establish new subaccounts in the Transportation Electrification Balancing Account for “EV Charge Parks” and “EV Charge Schools”.

Purpose

Pursuant to Decision (D.) 19-11-017, Pacific Gas and Electric Company (PG&E) submits this Tier 2 advice letter to establish the EV Charge Parks and the EV Charge Schools Subaccounts in the Transportation Electrification Balancing Account (TEBA).

Background

On November 7, 2019, the California Public Utilities Commission (Commission or CPUC) approved D.19-11-017, *Decision on the Transportation Electrification Pilots for Schools and Parks Pursuant to Assembly Bills 1082 and 1083*. Ordering Paragraph 5 states:

Prior to implementation, Pacific Gas and Electric Company shall file a Tier 2 Advice Letter with the Commission’s Energy Division to establish two one-way balancing subaccounts to record the authorized revenue requirement and incremental implementation costs associated with the electric vehicle (EV) Charge Schools and EV Charge Parks pilots until both pilots are fully implemented and the remaining and ongoing costs can be submitted as part of the base margin in revenue requirement in a future General Rate Case, which will be recovered from electric customers through distribution rates. PG&E shall establish the subaccounts in the existing Transportation Electrification Balancing Account, approved in Advice Letter 5222-E.

Tariff Revisions

PG&E proposes to track the costs associated with the EV Charge Parks and EV Charge Schools pilots by creating two subaccounts within the existing Transportation Electrification Balancing Account (TEBA)¹.

1. EV Charge Parks Subaccount, Electric Preliminary Statement Part HH
 - a. Establishes the one-way subaccount to track the difference between the revenue requirement incurred and the forecasted revenue requirement for the EV Charge Parks pilot.
2. EV Charge Schools Subaccount, Electric Preliminary Statement Part HH
 - b. Establishes the one-way subaccount to track the difference between the revenue requirement incurred and the forecasted revenue requirement for the EV Charge Schools pilot.

Both one-way subaccounts will record the actual revenue requirements up to the authorized expenditure caps.

On an annual basis, PG&E will transfer the balances in the subaccounts to the Distribution Revenue Adjustment Mechanism (DRAM), preliminary statement line 5.j, which records the transfer of amounts from other accounts, as authorized by the Commission. The balance transfers will true-up the forecasted revenue requirements to the actual revenue requirements. The subaccount balance transfers will be included as part of the Annual Electric True-Up (AET) process for rates effective January 1 of the following year. The modified TEBA preliminary statement is included as Attachment 1 to this filing.

The filing would not increase any current rate or change, cause the withdrawal of service, or conflict with any rate reschedule or rule.

Protests

Anyone wishing to protest this submittal may do so by letter sent via U.S. mail, facsimile or E-mail, no later than December 16, 2019, which is 21² days after the date of this submittal. Protests must be submitted to:

¹ PG&E's Advice Letter 5222-E, approved effective as of January 11, 2018, established the Transportation Electrification Balancing Account (TEBA) and merged the existing Electric Vehicle Program Balancing Account (EVPBA) as a separate subaccount in TEBA. PG&E's Advice Letter 5309-E, approved effective as of June 15, 2018, modified TEBA to add additional subaccounts for the programs approved in D.18-05-040.

² The 20-day protest period concludes on a weekend, therefore, PG&E is moving this date to the following business day.

CPUC Energy Division
ED Tariff Unit
505 Van Ness Avenue, 4th Floor
San Francisco, California 94102
Facsimile: (415) 703-2200
E-mail: EDTariffUnit@cpuc.ca.gov

Copies of protests also should be mailed to the attention of the Director, Energy Division, Room 4004, at the address shown above.

The protest shall also be sent to PG&E either via E-mail or U.S. mail (and by facsimile, if possible) at the address shown below on the same date it is mailed or delivered to the Commission:

Erik Jacobson
Director, Regulatory Relations
c/o Megan Lawson
Pacific Gas and Electric Company
77 Beale Street, Mail Code B13U
P.O. Box 770000
San Francisco, California 94177

Facsimile: (415) 973-3582
E-mail: PGETariffs@pge.com

Any person (including individuals, groups, or organizations) may protest or respond to an advice letter (General Order 96-B, Section 7.4). The protest shall contain the following information: specification of the advice letter protested; grounds for the protest; supporting factual information or legal argument; name, telephone number, postal address, and (where appropriate) e-mail address of the protestant; and statement that the protest was sent to the utility no later than the day on which the protest was submitted to the reviewing Industry Division (General Order 96-B, Section 3.11).

Effective Date

PG&E requests that this Tier 2 advice submittal become effective on regular notice, December 25, 2019, which is 30 calendar days after the date of submittal.

Notice

In accordance with General Order 96-B, Section IV, a copy of this advice letter is being sent electronically and via U.S. mail to parties shown on the attached list and the parties on the service list for A.18-07-020. Address changes to the General Order 96-B service list should be directed to PG&E at email address PGETariffs@pge.com. For

changes to any other service list, please contact the Commission's Process Office at (415) 703-2021 or at Process_Office@cpuc.ca.gov. Send all electronic approvals to PGETariffs@pge.com. Advice letter submittals can also be accessed electronically at: <http://www.pge.com/tariffs/>.

/S/

Erik Jacobson
Director, Regulatory Relations

Attachments

cc: Service list for A. 18-07-020



ADVICE LETTER SUMMARY

ENERGY UTILITY



MUST BE COMPLETED BY UTILITY (Attach additional pages as needed)

Company name/CPUC Utility No.: Pacific Gas and Electric Company (ID U39E)

Utility type:

- ELC GAS WATER
 PLC HEAT

Contact Person: Kimberly Loo

Phone #: (415)973-4587

E-mail: PGETariffs@pge.com

E-mail Disposition Notice to: KELM@pge.com

EXPLANATION OF UTILITY TYPE

ELC = Electric GAS = Gas WATER = Water
 PLC = Pipeline HEAT = Heat

(Date Submitted / Received Stamp by CPUC)

Advice Letter (AL) #: 5698-E

Tier Designation: 2

Subject of AL: Establish new subaccounts in the Transportation Electrification Balancing Account for "EV Charge Parks" and "EV Charge Schools".

Keywords (choose from CPUC listing): Compliance

AL Type: Monthly Quarterly Annual One-Time Other:

If AL submitted in compliance with a Commission order, indicate relevant Decision/Resolution #: D.19-11-017

Does AL replace a withdrawn or rejected AL? If so, identify the prior AL: No

Summarize differences between the AL and the prior withdrawn or rejected AL:

Confidential treatment requested? Yes No

If yes, specification of confidential information:

Confidential information will be made available to appropriate parties who execute a nondisclosure agreement. Name and contact information to request nondisclosure agreement/ access to confidential information:

Resolution required? Yes No

Requested effective date: 12/25/19

No. of tariff sheets: 15

Estimated system annual revenue effect (%): N/A

Estimated system average rate effect (%): N/A

When rates are affected by AL, include attachment in AL showing average rate effects on customer classes (residential, small commercial, large C/I, agricultural, lighting).

Tariff schedules affected: See Attachment 1

Service affected and changes proposed¹: N/A

Pending advice letters that revise the same tariff sheets: N/A

¹Discuss in AL if more space is needed.

Protests and all other correspondence regarding this AL are due no later than 20 days after the date of this submittal, unless otherwise authorized by the Commission, and shall be sent to:

CPUC, Energy Division
Attention: Tariff Unit
505 Van Ness Avenue
San Francisco, CA 94102
Email: EDTariffUnit@cpuc.ca.gov

Name: Erik Jacobson, c/o Megan Lawson
Title: Director, Regulatory Relations
Utility Name: Pacific Gas and Electric Company
Address: 77 Beale Street, Mail Code B13U
City: San Francisco, CA 94177
State: California Zip: 94177
Telephone (xxx) xxx-xxxx: (415)973-2093
Facsimile (xxx) xxx-xxxx: (415)973-3582
Email: PGETariffs@pge.com

Name:
Title:
Utility Name:
Address:
City:
State: District of Columbia Zip:
Telephone (xxx) xxx-xxxx:
Facsimile (xxx) xxx-xxxx:
Email:

Cal P.U.C. Sheet No.	Title of Sheet	Cancelling Cal P.U.C. Sheet No.
45758-E	ELECTRIC PRELIMINARY STATEMENT PART CZ DISTRIBUTION REVENUE ADJUSTMENT MECHANISM Sheet 4	45522-E
45759-E	ELECTRIC PRELIMINARY STATEMENT PART HH TRANSPORTATION ELECTRIFICATION BALANCING ACCOUNT Sheet 1	45523-E
45760-E	ELECTRIC PRELIMINARY STATEMENT PART HH TRANSPORTATION ELECTRIFICATION BALANCING ACCOUNT Sheet 2	
45761-E	ELECTRIC PRELIMINARY STATEMENT PART HH TRANSPORTATION ELECTRIFICATION BALANCING ACCOUNT Sheet 3	44689-E
45762-E	ELECTRIC PRELIMINARY STATEMENT PART HH TRANSPORTATION ELECTRIFICATION BALANCING ACCOUNT Sheet 4	44690-E
45763-E	ELECTRIC PRELIMINARY STATEMENT PART HH TRANSPORTATION ELECTRIFICATION BALANCING ACCOUNT Sheet 5	44691-E
45764-E	ELECTRIC PRELIMINARY STATEMENT PART HH TRANSPORTATION ELECTRIFICATION BALANCING ACCOUNT Sheet 6	42579-E
45765-E	ELECTRIC PRELIMINARY STATEMENT PART HH TRANSPORTATION ELECTRIFICATION BALANCING ACCOUNT Sheet 7	42580-E
45766-E	ELECTRIC PRELIMINARY STATEMENT PART HH TRANSPORTATION ELECTRIFICATION BALANCING ACCOUNT Sheet 8	42581-E
45767-E	ELECTRIC PRELIMINARY STATEMENT PART HH TRANSPORTATION ELECTRIFICATION BALANCING ACCOUNT Sheet 9	44692-E
45768-E	ELECTRIC PRELIMINARY STATEMENT PART HH TRANSPORTATION ELECTRIFICATION BALANCING ACCOUNT Sheet 10	45524-E
45769-E	ELECTRIC PRELIMINARY STATEMENT PART HH TRANSPORTATION ELECTRIFICATION BALANCING ACCOUNT Sheet 11	
45770-E	ELECTRIC TABLE OF CONTENTS Sheet 1	45495-E
45771-E	ELECTRIC TABLE OF CONTENTS Sheet 13	45693-E

Cal P.U.C. Sheet No.	Title of Sheet	Cancelling Cal P.U.C. Sheet No.
45772-E	ELECTRIC TABLE OF CONTENTS Sheet 17	44724-E



**ELECTRIC PRELIMINARY STATEMENT PART CZ
DISTRIBUTION REVENUE ADJUSTMENT MECHANISM**

Sheet 4

CZ. DISTRIBUTION REVENUE ADJUSTMENT MECHANISM (DRAM) (Cont'd.)

5. ACCOUNTING PROCEDURES: (Cont'd.)

- aa. A debit entry equal to the billed revenue for Schedule LS-1 decorative street light conversion to LED lights.
- bb. A debit entry to record one-twelfth of the authorized annual revenue requirement, for the Transportation Electrification Balancing Account subaccounts associated with (1) the Charge Smart and Save Program, authorized in Decision (D.)16-12-065, (2) four Priority Review Projects and one evaluation expense subaccount, authorized in D.18-01-024, (3) the Direct Current Fast Charger (Fast Charge) Make-Ready Program, the Medium and Heavy-Duty Vehicle Charging (Fleet Ready) Program, and Program Evaluation expenditures approved in D.18-05-040, (4) the Empower Electric Vehicle Charger Incentive and Education Program, authorized in D.19-09-006, and (5) the EV Charge Parks and EV Charge Schools Pilot Programs, authorized in D.19-11-017. (T)
(T)
- cc. A debit entry to record the prorata portion of the authorized non-procurement related revenue requirements for each demonstration project, over the period from when the revenue requirements begin to be recorded in this account and the project completion dates. A corresponding credit entry is included in the DRPDBA, which excludes an allowance for RF&U.
- dd. A debit entry to record the prorata portion of the authorized procurement revenue requirements for each demonstration project, over the period from when the revenue requirements begin to be recorded in this account and the project completion dates. A corresponding credit entry is included in the DRPDBA, which excludes an allowance for RF&U.
- ee. An entry equal to interest on the average balance in the account at the beginning of the month and the balance after the above entries, at a rate equal to one-twelfth of the interest rate on three-month Commercial Paper for the previous month, as reported in the Federal Reserve Statistical Release, H.15 or its successor.
- ff. A debit entry equal to one-twelfth (or amortization period approved) of the electric distribution portion of the Catastrophic Event Memorandum Account (CEMA) interim rate relief for costs incurred in 2016 and 2017, as authorized by the CPUC in Decision 19-04-039 on April 25, 2019.



ELECTRIC PRELIMINARY STATEMENT PART HH
TRANSPORTATION ELECTRIFICATION BALANCING ACCOUNT

Sheet 1

HH. Transportation Electrification Balancing Account (TEBA)

1. **PURPOSE:** The purpose of the Transportation Electrification Balancing Account (TEBA) is to track the difference between the actual revenue requirements incurred and the forecast revenue requirements by establishing subaccounts for (1) the Charge Smart and Save Program, authorized in Decision (D.)16-12-065, (2) four Priority Review Projects and one evaluation expense subaccount, authorized in D.18-01-024, and (3) the Direct Current Fast Charger (Fast Charge) Make-Ready Program, the Medium and Heavy Duty Vehicle Charging (Fleet Ready) Program, and Program Evaluation expenditures approved in D.18-05-040.

D.16-12-065 authorized a cap of up to \$130.0 million in capital, O&M, expense, rebate and education and outreach costs for the Charge Smart and Save Program. Of the \$130.0 million, there is a \$10.0 million cap authorized for Education and Outreach proposal costs.

D.18-01-024 authorized the following for the Priority Review Projects : (1) Medium Duty/Heavy Duty (MD/HD) Fleet Customer Demonstration Project with a total capital expenditure and expense cap of \$3.355 million, (2) School Bus Renewables Integration Project with a total capital expenditure and expense cap of \$2.2095 million, (3) Idle Reduction Technology Demonstration Project with a capital expenditure and expense cap of \$1.7194 million, (4) Home Charger Information Resource Project with an expense cap of \$500,000, and (5) Evaluation expense subaccount with an expense cap of \$311,356.

D.18-05-040 authorized the following for the Standard Review Projects: (1) Fast Charge Program with a total capital expenditure and expense cap of \$22.394 million, (2) Fleet Ready Program with a total capital expenditure and expense cap of \$236.325 million, and (3) Evaluation expense subaccount with an expense cap of \$10.349 million.

Ordering Paragraph (OP) 7 of the Assigned Commissioner’s Scoping Memo and Ruling in *the Order Instituting Rulemaking to Continue the Development of Rates and Infrastructure for Vehicle Electrification (R.18-12-006)* requires the Investor Owned Utilities (IOUs) to record and track costs associated with hiring a technical facilitator that will organize and facilitate the interagency VGI Working Group. Such costs shall include, but are not limited to: (1) labor costs for Facilitator’s staff and supporting staff, (2) meeting facility rental costs, (3) meals, and (4) travel. PG&E shall track these costs in a separate subaccount within the TEBA.

Note that disposition of the balance in the VGI Working Group subaccount will be established by a Commission decision through a subsequent application or through other appropriate filings as otherwise authorized by the Commission.

D. 19-09-006, *Decision Approving the Application of Pacific Gas and Electric Company for the Empower Electric Vehicle Charger Incentive and Education Program* authorized PG&E to establish a new “Empower EV” sub-account in the TEBA to track the difference between the actual revenue requirement incurred and the forecast revenue requirement for the EV Empower Program. Pursuant to Decision D. 19-09-006, PG&E is authorized to recover a revenue requirement associated with up to \$4.13 million in expense for the Empower EV Program.

(L)
(L)

(Continued)

Advice	5698-E	Issued by	Submitted	November 25, 2019
Decision	D.19-11-017	Robert S. Kenney	Effective	December 25, 2019
		Vice President, Regulatory Affairs	Resolution	



ELECTRIC PRELIMINARY STATEMENT PART HH
TRANSPORTATION ELECTRIFICATION BALANCING ACCOUNT

Sheet 2

(N)

(N)

- 1. PURPOSE (Cont'd): D. 19-11-017, Decision on the Transportation Electrification Pilots for Schools and Parks Pursuant to Assembly Bills 1082 and 1083 authorized PG&E to establish two new subaccounts in the TEBA to track the difference between the actual revenue requirements incurred and the forecast revenue requirements for EV Charge Parks and EV Charge Schools. Pursuant to Decision D. 19-11-017, PG&E is authorized to recover revenue requirements associated with up to \$5.54 million and \$5.76 million in capital and expense for the EV Charge Parks and EV Charge Schools Pilot Programs, respectively. (N)
- 2. APPLICABILITY: The TEBA shall apply to all customers under all rate schedules and contracts for electric service subject to the jurisdiction of the Commission, except for those schedules or contracts specifically excluded by the Commission. (L)

(Continued)

Advice 5698-E
Decision D.19-11-017

Issued by
Robert S. Kenney
Vice President, Regulatory Affairs

Submitted
Effective
Resolution

November 25, 2019
December 25, 2019



ELECTRIC PRELIMINARY STATEMENT PART HH
TRANSPORTATION ELECTRIFICATION BALANCING ACCOUNT

Sheet 3

- 3. REVISION DATES: Disposition of the balances in this account's subaccounts shall be through the Annual Electric True-Up advice letter process, or as otherwise authorized by the Commission. (L)

Note that disposition of the balance in the VGI Working Group subaccount will be established by a Commission decision through a subsequent application or through other appropriate filings as otherwise authorized by the Commission.

- 4. RATES: None of the subaccounts in the TEBA have a separate rate element.

- 5. Charge Smart and Save Program Subaccount

PURPOSE: The purpose of the one-way Charge Smart and Save subaccount is to track the difference between the revenue requirement incurred and the forecast revenue requirement. Pursuant to Decision (D.)16-12-065, PG&E is authorized to recover a revenue requirement associated with up to \$130 million in capital, O&M, expense, rebate and education and outreach costs for the Charge Smart and Save Program. Of the \$130.0 million, there is a \$10.0 million cap authorized for Education and Outreach proposal costs.

ACCOUNTING PROCEDURE: The following entries shall be made:

- a. A credit entry each month equal to the monthly portion of the forecast revenue requirement, net of Revenue Fees and Uncollectible (RF&U) accounts expense, based on the adopted \$130 million revenue requirements associated with the capital, O&M, expense, rebate and education and outreach costs for the Charge Smart and Save Program. A corresponding debit entry is defined in PG&E's electric DRAM Preliminary Statement Part CZ.
- b. A debit entry each month equal to actual expenses incurred, and net of the participation payments received from site hosts, if any, for the Charge Smart and Save Program;
- c. A debit or credit entry each month equal to the capital-related revenue requirement based on the recorded capital costs, net of RF&U, associated with the Charge Smart and Save Program. Capital-related revenue requirements include depreciation expense, return on investment, federal and state income taxes, and property taxes associated with the costs of installed equipment;
- d. A debit or credit entry to transfer the balance to the Distribution Revenue Adjustment Mechanism (DRAM) or to any other regulatory balancing account as authorized by the Commission; and
- e. An entry equal to interest on the average balance in the account at the beginning of the month and the balance after the above entries, at a rate equal to one-twelfth of the interest rate on three-month Commercial Paper for the previous month, as reported in the Federal Reserve Statistical Release, H.15 or its successor.

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ELECTRIC PRELIMINARY STATEMENT PART HH
TRANSPORTATION ELECTRIFICATION BALANCING ACCOUNT

Sheet 4

6. MD/HD Fleet Demonstration Project Subaccount

(L)

PURPOSE: The purpose of the one-way MD/HD Fleet Demonstration Project subaccount is to track the difference between the actual revenue requirement incurred and the forecast revenue requirement. Pursuant to Decision (D.)18-01-024, PG&E is authorized to recover a revenue requirement associated with a total expenditure cap of \$3,355,000 in capital and expense, costs in the MD/HD Fleet Demonstration Project subaccount.

ACCOUNTING PROCEDURE: The following entries shall be made:

- a. A credit entry each month equal to the monthly portion of the forecast revenue requirement, net of Revenue Fees and Uncollectible (RF&U) accounts expense, based on the adopted \$3,355,000 expenditure cap associated with capital, and expense costs for the MD/HD Fleet Demonstration Project subaccount. A corresponding debit entry is defined in PG&E's electric DRAM Preliminary Statement Part CZ.
- b. A debit entry each month equal to actual expenses incurred:
- c. A debit or credit entry each month equal to the capital-related revenue requirement based on the recorded capital costs, net of RF&U, associated with the MD/HD Fleet Demonstration Project. Capital-related revenue requirements include depreciation expense, return on investment, federal and state income taxes, and property taxes associated with the costs of installed equipment;
- d. A debit or credit entry to transfer the balance to the Distribution Revenue Adjustment Mechanism (DRAM) or to any other regulatory balancing account as authorized by the Commission; and
- e. An entry equal to interest on the average balance in the account at the beginning of the month and the balance after the above entries, at a rate equal to one-twelfth of the interest rate on three-month Commercial Paper for the previous month, as reported in the Federal Reserve Statistical Release, H.15 or its successor.

7. School Bus Renewables Integration Subaccount

PURPOSE: The purpose of the one-way School Bus Renewables Integration Project subaccount is to track the difference between the actual revenue requirement incurred and the forecast revenue requirement. Pursuant to Decision (D.)18-01-024, PG&E is authorized to recover a revenue requirement associated with a total expenditure cap of \$2,209,500 in capital and expense in the School Bus Renewables Integration subaccount.

ACCOUNTING PROCEDURE: The following entries shall be made:

- a. A credit entry each month equal to the monthly portion of the forecast revenue requirement, net of Revenue Fees and Uncollectible (RF&U) accounts expense, based on the adopted \$2,209,500 expenditure cap associated with capital and expense costs for the School Bus Renewables Integration Project subaccount. A corresponding debit entry is defined in PG&E's electric DRAM Preliminary Statement Part CZ.
- b. A debit entry each month equal to actual expenses incurred;

(L)

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ELECTRIC PRELIMINARY STATEMENT PART HH
TRANSPORTATION ELECTRIFICATION BALANCING ACCOUNT

Sheet 5

7. School Bus Renewables Integration Subaccount (Cont'd)

(L)

ACCOUNTING PROCEDURE: The following entries shall be made (Cont'd):

- c. A debit or credit entry each month equal to the capital-related revenue requirement based on the recorded capital costs, net of RF&U, associated with the School Bus Renewables Integration Project. Capital-related revenue requirements include depreciation expense, return on investment, federal and state income taxes, and property taxes associated with the costs of installed equipment;
- d. A debit or credit entry to transfer the balance to the Distribution Revenue Adjustment Mechanism (DRAM) or to any other regulatory balancing account as authorized by the Commission; and
- e. An entry equal to interest on the average balance in the account at the beginning of the month and the balance after the above entries, at a rate equal to one-twelfth of the interest rate on three-month Commercial Paper for the previous month, as reported in the Federal Reserve Statistical Release, H.15 or its successor.

8. Idle Reduction Technology Demonstration Project Subaccount.

PURPOSE: The purpose of the one-way Idle Reduction Technology Demonstration Project subaccount is to track the difference between the actual revenue requirement incurred and the forecast revenue requirement. Pursuant to Decision (D.)18-01-024, PG&E is authorized to recover a revenue requirement associated with a total expenditure cap of \$1,719,400 in capital and expense in the Idle Reduction Technology Demonstration subaccount.

ACCOUNTING PROCEDURE: The following entries shall be made:

- a. A credit entry each month equal to the monthly portion of the forecast revenue requirement, net of Revenue Fees and Uncollectible (RF&U) accounts expense, based on the adopted \$1,719,400 expenditure cap associated with capital and expense costs for the Idle Reduction Technology Demonstration Project subaccount. A corresponding debit entry is defined in PG&E's electric DRAM Preliminary Statement Part CZ.
- b. A debit entry each month equal to actual expenses incurred;
- c. A debit or credit entry each month equal to the capital-related revenue requirement based on the recorded capital costs, net of RF&U, associated with the Idle Reduction Technology Demonstration Project. Capital-related revenue requirements include depreciation expense, return on investment, federal and state income taxes, and property taxes associated with the costs of installed equipment;
- d. A debit or credit entry to transfer the balance to the Distribution Revenue Adjustment Mechanism (DRAM) or to any other regulatory balancing account as authorized by the Commission;
- e. An entry equal to interest on the average balance in the account at the beginning of the month and the balance after the above entries, at a rate equal to one-twelfth of the interest rate on three-month Commercial Paper for the previous month, as reported in the Federal Reserve Statistical Release, H.15 or its successor.

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ELECTRIC PRELIMINARY STATEMENT PART HH
TRANSPORTATION ELECTRIFICATION BALANCING ACCOUNT

Sheet 6

9. Home Charger Information Resource Project Subaccount

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PURPOSE: The purpose of the one-way Home Charger Information Resource Project subaccount is to track the difference between the actual revenue requirement incurred and the forecast revenue requirement. Pursuant to Decision (D.)18-01-024, PG&E is authorized to recover a revenue requirement up to an expenditure cap of \$500,000 in expense in the Home Charger Information Resource Project subaccount.

ACCOUNTING PROCEDURE: The following entries shall be made:

- a. A credit entry each month equal to the monthly portion of the forecast revenue requirement, net of Revenue Fees and Uncollectible (RF&U) accounts expense, based on the adopted \$500,000 expenditure cap associated with the expenses for the Home Charger Information Resource Project subaccount. A corresponding debit entry is defined in PG&E's electric DRAM Preliminary Statement Part CZ.
- b. A debit entry each month equal to actual expenses incurred;
- c. A debit or credit entry to transfer the balance to the Distribution Revenue Adjustment Mechanism (DRAM) or to any other regulatory balancing account as authorized by the Commission; and
- d. An entry equal to interest on the average balance in the account at the beginning of the month and the balance after the above entries, at a rate equal to one-twelfth of the interest rate on three-month Commercial Paper for the previous month, as reported in the Federal Reserve Statistical Release, H.15 or its successor.

10. TEBA Priority Review Projects' Evaluation Expense Subaccount

PURPOSE: The purpose of the one-way TEBA Priority Review Projects' Evaluation Expense subaccount is to track the difference between the actual revenue requirement incurred and the forecast revenue requirement. Pursuant to Decision (D.)18-01-024, PG&E is authorized to recover an evaluation expense revenue requirement up to an expenditure cap of \$311,356 for the priority review projects.

ACCOUNTING PROCEDURE: The following entries shall be made:

- a. A credit entry each month equal to the monthly portion of the forecast revenue requirement, net of Revenue Fees and Uncollectible (RF&U) accounts expense, based on the adopted \$311,356 evaluation expense cap for the priority review projects. A corresponding debit entry is defined in PG&E's electric DRAM Preliminary Statement Part CZ.
- b. A debit entry each month equal to actual evaluation expenses incurred for the priority review projects;

(L)

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ELECTRIC PRELIMINARY STATEMENT PART HH
TRANSPORTATION ELECTRIFICATION BALANCING ACCOUNT

Sheet 7

10. TEBA Evaluation Expense Subaccount (Cont'd)

(L)

ACCOUNTING PROCEDURE: The following entries shall be made: (Cont'd)

- c. A debit or credit entry to transfer the balance to the Distribution Revenue Adjustment Mechanism (DRAM) or to any other regulatory balancing account as authorized by the Commission; and
- d. An entry equal to interest on the average balance in the account at the beginning of the month and the balance after the above entries, at a rate equal to one-twelfth of the interest rate on three-month Commercial Paper for the previous month, as reported in the Federal Reserve Statistical Release, H.15 or its successor.

11. Fast Charge Program Subaccount.

PURPOSE: The purpose of the one-way Fast Charge Program subaccount is to track the difference between the actual revenue requirement incurred and the forecast revenue requirement. Pursuant to Decision (D.)18-05-040, PG&E is authorized to recover a revenue requirement up to an expenditure cap of \$22,394,041 in capital and expense in the Fast Charge Program subaccount.

ACCOUNTING PROCEDURE: The following entries shall be made:

- a. A credit entry each month equal to the monthly portion of the forecast revenue requirement, net of Revenue Fees and Uncollectible (RF&U) accounts expense, based on the adopted \$22,394,041 expenditure cap associated with capital and expense costs for the Fast Charge Program subaccount. A corresponding debit entry is defined in PG&E's electric DRAM Preliminary Statement Part CZ.
- b. A debit entry each month equal to actual expenses incurred;
- c. A debit or credit entry each month equal to the capital-related revenue requirement based on the recorded capital costs, net of RF&U, associated with the Fast Charge Program. Capital-related revenue requirements include depreciation expense, return on investment, federal and state income taxes, and property taxes associated with the costs of installed equipment;
- d. A debit or credit entry to transfer the balance to the Distribution Revenue Adjustment Mechanism (DRAM) or to any other regulatory balancing account as authorized by the Commission; and
- e. An entry equal to interest on the average balance in the account at the beginning of the month and the balance after the above entries, at a rate equal to one-twelfth of the interest rate on three-month Commercial Paper for the previous month, as reported in the Federal Reserve Statistical Release, H.15 or its successor.

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ELECTRIC PRELIMINARY STATEMENT PART HH
TRANSPORTATION ELECTRIFICATION BALANCING ACCOUNT

Sheet 8

12. Fleet Ready Program Subaccount

(L)

PURPOSE: The purpose of the one-way Fleet Ready Program subaccount is to track the difference between the actual revenue requirement incurred and the forecast revenue requirement. Pursuant to Decision (D.)18-05-040, PG&E is authorized to recover a revenue requirement up to an expenditure cap of \$236,324,660 in capital and expense in the Fleet Ready Program subaccount.

ACCOUNTING PROCEDURE: The following entries shall be made:

- a. A credit entry each month equal to the monthly portion of the forecast revenue requirement, net of Revenue Fees and Uncollectible (RF&U) accounts expense, based on the adopted \$236,324,660 expenditure cap associated with capital and expense costs for the Fleet Ready Program subaccount. A corresponding debit entry is defined in PG&E's electric DRAM Preliminary Statement Part CZ.
- b. A debit entry each month equal to actual expenses incurred;
- c. A debit or credit entry each month equal to the capital-related revenue requirement based on the recorded capital costs, net of RF&U, associated with the Fleet Ready Program. Capital-related revenue requirements include depreciation expense, return on investment, federal and state income taxes, and property taxes associated with the costs of installed equipment;
- d. A debit or credit entry to transfer the balance to the Distribution Revenue Adjustment Mechanism (DRAM) or to any other regulatory balancing account as authorized by the Commission; and
- e. An entry equal to interest on the average balance in the account at the beginning of the month and the balance after the above entries, at a rate equal to one-twelfth of the interest rate on three-month Commercial Paper for the previous month, as reported in the Federal Reserve Statistical Release, H.15 or its successor.

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Decision D.19-11-017

Issued by
Robert S. Kenney
Vice President, Regulatory Affairs

Submitted November 25, 2019
Effective December 25, 2019
Resolution



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TRANSPORTATION ELECTRIFICATION BALANCING ACCOUNT

Sheet 9

13. TEBA Standard Review Programs' Evaluation Expense Subaccount

(L)

PURPOSE: The purpose of the one-way TEBA Standard Review Programs' Evaluation Expense Subaccount is to track the difference between the actual revenue requirement incurred and the forecast revenue requirement. Pursuant to Decision (D.)18-05-040, PG&E is authorized to recover an evaluation expense revenue requirement up to an expenditure cap of \$10,348,748 for the standard review programs.

ACCOUNTING PROCEDURE: The following entries shall be made:

- a. A credit entry each month equal to the monthly portion of the forecast revenue requirement, net of Revenue Fees and Uncollectible (RF&U) accounts expense, based on the adopted \$10,348,748 evaluation expense cap for the standard review programs. A corresponding debit entry is defined in PG&E's electric DRAM Preliminary Statement Part CZ.
- b. A debit entry each month equal to actual evaluation expenses incurred for the standard review programs;
- c. A debit or credit entry to transfer the balance to the Distribution Revenue Adjustment Mechanism (DRAM) or to any other regulatory balancing account as authorized by the Commission; and
- d. An entry equal to interest on the average balance in the account at the beginning of the month and the balance after the above entries, at a rate equal to one-twelfth of the interest rate on three-month Commercial Paper for the previous month, as reported in the Federal Reserve Statistical Release, H.15 or its successor.

14. Vehicle-Grid Integration (VGI) Working Group Memorandum Subaccount

PURPOSE: The purpose of the VGI Working Group Memorandum Subaccount is to record and track costs associated with hiring a technical facilitator that will organize and facilitate the interagency VGI Working Group. Such costs shall include, but are not limited to: (1) labor costs for Facilitator's staff and supporting staff, (2) meeting facility rental costs, (3) meals, and (4) travel. Pursuant to Ordering Paragraph (OP) 7 of the Assigned Commissioner's Scoping Memo and Ruling in *the Order Instituting Rulemaking to Continue the Development of Rates and Infrastructure for Vehicle Electrification (R.18-12-006)*, the Investor Owned Utilities (IOUs) are authorized to create a memorandum account to track the costs associated with hiring a facilitator for a six-month period, with possible extension, and may seek to recover the associated costs by filing a Tier 2 Advice Letter with the Commission.

ACCOUNTING PROCEDURE: The following entries shall be made:

- a. A debit entry each month equal to expenses incurred;
- b. A credit entry to transfer all or a portion of the balance in the VGI Working Group Memorandum Subaccount to the Distribution Revenue Adjustment Mechanism (DRAM) or to any other regulatory balancing account as authorized by the Commission for future rate recovery; and
- c. An entry equal to interest on the average balance in the account at the beginning of the month and the balance after the above entries, at a rate equal to one-twelfth of the interest rate on three-month Commercial Paper for the previous month, as reported in the Federal Reserve Statistical Release, H.15 or its successor.

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ELECTRIC PRELIMINARY STATEMENT PART HH
TRANSPORTATION ELECTRIFICATION BALANCING ACCOUNT

Sheet 10

15. Empower EV Subaccount

(L)

PURPOSE: The purpose of the one-way EV Empower subaccount is to track the difference between the revenue requirement incurred and the forecast revenue requirement. Pursuant to Decision (D.) 19-09-006, PG&E is authorized to recover a revenue requirement associated with up to \$4.13 million in expense, comprised of rebate incentives, IT costs, program administration, marketing, education, and outreach for the EV Empower Program.

ACCOUNTING PROCEDURE: The following entries shall be made:

- a. A credit entry each month equal to the monthly portion of the forecast revenue requirement, net of Revenue Fees and Uncollectible (RF&U) accounts expense, based on the adopted \$4.13 million revenue requirements associated with the expenses for rebate incentives, IT costs, program administration, marketing, education, and outreach for the EV Empower Program. A corresponding debit entry is defined in PG&E's electric DRAM Preliminary Statement Part CZ.
- b. A debit entry equal to recorded program expenses incurred;
- c. A debit entry to transfer the balance to the Distribution Revenue Adjustment Mechanism (DRAM) or to any other regulatory balancing account as authorized by the Commission; and
- d. An entry equal to interest on the average balance in the account at the beginning of the month and the balance after the above entries, at a rate equal to one-twelfth of the interest rate on three-month Commercial Paper for the previous month, as reported in the Federal Reserve Statistical Release, H.15 or its successor.

(L)

16. EV Charge Parks Subaccount

(N)

PURPOSE: The purpose of the one-way EV Charge Parks subaccount is to track the difference between the revenue requirement incurred and the forecast revenue requirement. Pursuant to Decision (D.) 19-11-017, PG&E is authorized to recover a revenue requirement associated with up to \$5.54 million in capital and expense for the deployment of the EV Charge Parks pilot program and ongoing costs necessary to support and maintain the program investments placed in service.

ACCOUNTING PROCEDURE: The following entries shall be made:

- a. A credit entry each month equal to the monthly portion of the forecast revenue requirement, net of Revenue Fees and Uncollectible (RF&U) accounts expense, based on the adopted \$5.54 million expenditure cap associated with capital and expense costs for the EV Charge Parks pilot program. A corresponding debit entry is defined in PG&E's electric DRAM Preliminary Statement Part CZ.
- b. A debit entry each month equal to actual expenses incurred;

(N)

(Continued)



ELECTRIC PRELIMINARY STATEMENT PART HH
TRANSPORTATION ELECTRIFICATION BALANCING ACCOUNT

16. EV Charge Parks Subaccount

(N)

- c. A debit or credit entry each month equal to the capital-related revenue requirement based on the recorded capital costs, net of RF&U, associated with the EV Charge Parks pilot program. Capital-related revenue requirements include depreciation expense, return on investment, federal and state income taxes, and property taxes associated with the costs of installed equipment;
- d. A debit entry to transfer the balance to the Distribution Revenue Adjustment Mechanism (DRAM) or to any other regulatory balancing account as authorized by the Commission; and
- e. An entry equal to interest on the average balance in the account at the beginning of the month and the balance after the above entries, at a rate equal to one-twelfth of the interest rate on three-month Commercial Paper for the previous month, as reported in the Federal Reserve Statistical Release, H.15 or its successor.

17. EV Charge Schools Subaccount

PURPOSE: The purpose of the one-way EV Charge Schools subaccount is to track the difference between the revenue requirement incurred and the forecast revenue requirement. Pursuant to Decision (D.) 19-11-017, PG&E is authorized to recover a revenue requirement associated with up to \$5.76 million in capital and expense for the deployment of the EV Charge Schools pilot program and ongoing costs necessary to support and maintain the program investments placed in service.

ACCOUNTING PROCEDURE: The following entries shall be made:

- a. A credit entry each month equal to the monthly portion of the forecast revenue requirement, net of Revenue Fees and Uncollectible (RF&U) accounts expense, based on the adopted \$5.76 million expenditure cap associated with capital and expense costs for the EV Charge Schools pilot program. A corresponding debit entry is defined in PG&E's electric DRAM Preliminary Statement Part CZ.
- b. A debit entry each month equal to actual expenses incurred;
- c. A debit or credit entry each month equal to the capital-related revenue requirement based on the recorded capital costs, net of RF&U, associated with the EV Charge Schools pilot program. Capital-related revenue requirements include depreciation expense, return on investment, federal and state income taxes, and property taxes associated with the costs of installed equipment;
- d. A debit entry to transfer the balance to the Distribution Revenue Adjustment Mechanism (DRAM) or to any other regulatory balancing account as authorized by the Commission; and
- e. An entry equal to interest on the average balance in the account at the beginning of the month and the balance after the above entries, at a rate equal to one-twelfth of the interest rate on three-month Commercial Paper for the previous month, as reported in the Federal Reserve Statistical Release, H.15 or its successor.

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Vice President, Regulatory Affairs

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Attachment 2

Redline Tariffs



ELECTRIC PRELIMINARY STATEMENT PART CZ
DISTRIBUTION REVENUE ADJUSTMENT MECHANISM

Sheet 4

CZ. DISTRIBUTION REVENUE ADJUSTMENT MECHANISM (DRAM) (Cont'd.)

5. ACCOUNTING PROCEDURES: (Cont'd.)

- aa. A debit entry equal to the billed revenue for Schedule LS-1 decorative street light conversion to LED lights.
- bb. A debit entry to record one-twelfth of the authorized annual revenue requirements, for the Transportation Electrification Balancing Account subaccounts associated with (1) the Charge Smart and Save Program, authorized in Decision (D.)16-12-065, (2) four Priority Review Projects and one evaluation expense subaccount, authorized in D.18-01-024, (3) the Direct Current Fast Charger (Fast Charge) Make-Ready Program, the Medium and Heavy-Duty Vehicle Charging (Fleet Ready) Program, and Program Evaluation expenditures approved in D.18-05-040, ~~and~~ (4) the Empower Electric Vehicle Charger Incentive and Education Program, authorized in D. 19-09-006, and (5) the EV Charge Parks and EV Charge Schools Pilot Programs, authorized in D. 19-11-017. (T)
(N)
(N)
- cc. A debit entry to record the prorata portion of the authorized non-procurement related revenue requirements for each demonstration project, over the period from when the revenue requirements begin to be recorded in this account and the project completion dates. A corresponding credit entry is included in the DRPDBA, which excludes an allowance for RF&U.
- dd. A debit entry to record the prorata portion of the authorized procurement revenue requirements for each demonstration project, over the period from when the revenue requirements begin to be recorded in this account and the project completion dates. A corresponding credit entry is included in the DRPDBA, which excludes an allowance for RF&U.
- ee. An entry equal to interest on the average balance in the account at the beginning of the month and the balance after the above entries, at a rate equal to one-twelfth of the interest rate on three-month Commercial Paper for the previous month, as reported in the Federal Reserve Statistical Release, H.15 or its successor.
- ff. A debit entry equal to one-twelfth (or amortization period approved) of the electric distribution portion of the Catastrophic Event Memorandum Account (CEMA) interim rate relief for costs incurred in 2016 and 2017, as authorized by the CPUC in Decision 19-04-039 on April 25, 2019.



ELECTRIC PRELIMINARY STATEMENT PART HH
TRANSPORTATION ELECTRIFICATION BALANCING ACCOUNT

Sheet 1

HH. Transportation Electrification Balancing Account (TEBA)

1. PURPOSE: The purpose of the Transportation Electrification Balancing Account (TEBA) is to track the difference between the actual revenue requirements incurred and the forecast revenue requirements by establishing subaccounts for (1) the Charge Smart and Save Program, authorized in Decision (D.)16-12-065, (2) four Priority Review Projects and one evaluation expense subaccount, authorized in D.18-01-024, and (3) the Direct Current Fast Charger (Fast Charge) Make-Ready Program, the Medium and Heavy Duty Vehicle Charging (Fleet Ready) Program, and Program Evaluation expenditures approved in D.18-05-040.

D.16-12-065 authorized a cap of up to \$130.0 million in capital, O&M, expense, rebate and education and outreach costs for the Charge Smart and Save Program. Of the \$130.0 million, there is a \$10.0 million cap authorized for Education and Outreach proposal costs.

D.18-01-024 authorized the following for the Priority Review Projects : (1) Medium Duty/Heavy Duty (MD/HD) Fleet Customer Demonstration Project with a total capital expenditure and expense cap of \$3.355 million, (2) School Bus Renewables Integration Project with a total capital expenditure and expense cap of \$2.2095 million, (3) Idle Reduction Technology Demonstration Project with a capital expenditure and expense cap of \$1.7194 million, (4) Home Charger Information Resource Project with an expense cap of \$500,000, and (5) Evaluation expense subaccount with an expense cap of \$311,356.

D.18-05-040 authorized the following for the Standard Review Projects: (1) Fast Charge Program with a total capital expenditure and expense cap of \$22.394 million, (2) Fleet Ready Program with a total capital expenditure and expense cap of \$236.325 million, and (3) Evaluation expense subaccount with an expense cap of \$10.349 million.

Ordering Paragraph (OP) 7 of the Assigned Commissioner's Scoping Memo and Ruling in the Order Instituting Rulemaking to Continue the Development of Rates and Infrastructure for Vehicle Electrification (R.18-12-006) requires the Investor Owned Utilities (IOUs) to record and track costs associated with hiring a technical facilitator that will organize and facilitate the interagency VGI Working Group. Such costs shall include, but are not limited to: (1) labor costs for Facilitator's staff and supporting staff, (2) meeting facility rental costs, (3) meals, and (4) travel. PG&E shall track these costs in a separate subaccount within the TEBA.

Note that disposition of the balance in the VGI Working Group subaccount will be established by a Commission decision through a subsequent application or through other appropriate filings as otherwise authorized by the Commission.

D. 19-09-006, *Decision Approving the Application of Pacific Gas and Electric Company for the Empower Electric Vehicle Charger Incentive and Education Program* authorized PG&E to establish a new "Empower EV" sub-account in the TEBA to track the difference between the actual revenue requirement incurred and the forecast revenue requirement for the EV Empower Program. Pursuant to Decision D. 19-09-006, PG&E is authorized to recover a revenue requirement associated with up to \$4.13 million in expense for the Empower EV Program. (N)

D. 19-11-017, *Decision on the Transportation Electrification Pilots for Schools and Parks Pursuant to Assembly Bills 1082 and 1083* authorized PG&E to establish two new subaccounts in the TEBA to track the difference between the actual revenue requirements incurred and the forecast revenue requirements for EV Charge Parks and EV Charge Schools. Pursuant to Decision D. 19-11-017, PG&E is authorized to recover revenue requirements associated with up to \$5.54 million and \$5.76 million in capital and expense for (Continued)

Advice	5656-E	Issued by	Submitted	October 11, 2019
Decision	D. 19-09-006	Robert S. Kenney	Effective	October 11, 2019
		Vice President, Regulatory Affairs	Resolution	



ELECTRIC PRELIMINARY STATEMENT PART HH
TRANSPORTATION ELECTRIFICATION BALANCING ACCOUNT

Sheet 1

the EV Charge Parks and EV Charge Schools Pilot Programs, respectively.

2. APPLICABILITY: The TEBA shall apply to all customers under all rate schedules and contracts for electric service subject to the jurisdiction of the Commission, except for those schedules or contracts specifically excluded by the Commission.

(Continued)



ELECTRIC PRELIMINARY STATEMENT PART HH
TRANSPORTATION ELECTRIFICATION BALANCING ACCOUNT

Sheet 9

15. Empower EV Subaccount

(N)

PURPOSE: The purpose of the one-way EV Empower subaccount is to track the difference between the revenue requirement incurred and the forecast revenue requirement. Pursuant to Decision (D.) 19-09-006, PG&E is authorized to recover a revenue requirement associated with up to \$4.13 million in expense, comprised of rebate incentives, IT costs, program administration, marketing, education, and outreach for the EV Empower Program.

ACCOUNTING PROCEDURE: The following entries shall be made:

- a. A credit entry each month equal to the monthly portion of the forecast revenue requirement, net of Revenue Fees and Uncollectible (RF&U) accounts expense, based on the adopted \$4.13 million revenue requirements associated with the expenses for rebate incentives, IT costs, program administration, marketing, education, and outreach for the EV Empower Program. A corresponding debit entry is defined in PG&E's electric DRAM Preliminary Statement Part CZ.
- b. A debit entry equal to recorded program expenses incurred;
- c. A debit entry to transfer the balance to the Distribution Revenue Adjustment Mechanism (DRAM) or to any other regulatory balancing account as authorized by the Commission; and
- d. An entry equal to interest on the average balance in the account at the beginning of the month and the balance after the above entries, at a rate equal to one-twelfth of the interest rate on three-month Commercial Paper for the previous month, as reported in the Federal Reserve Statistical Release, H.15 or its successor.

(N)

16. EV Charge Parks Subaccount

PURPOSE: The purpose of the one-way EV Charge Parks subaccount is to track the difference between the revenue requirement incurred and the forecast revenue requirement. Pursuant to Decision (D.) 19-11-017, PG&E is authorized to recover a revenue requirement associated with up to \$5.54 million in capital and expense for the deployment of the EV Charge Parks pilot program and ongoing costs necessary to support and maintain the program investments placed in service.

ACCOUNTING PROCEDURE: The following entries shall be made:

- a. A credit entry each month equal to the monthly portion of the forecast revenue requirement, net of Revenue Fees and Uncollectible (RF&U) accounts expense, based on the adopted \$5.54 million expenditure cap associated with capital and expense costs for the EV Charge Parks pilot program. A corresponding debit entry is defined in PG&E's electric DRAM Preliminary Statement Part CZ.
- b. A debit entry each month equal to actual expenses incurred;
- c. A debit or credit entry each month equal to the capital-related revenue requirement based on the recorded capital costs, net of RF&U, associated with the EV Charge Parks pilot program. Capital-related revenue requirements include depreciation expense, return on investment, federal and state income taxes, and property taxes associated with the costs of installed equipment;

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TRANSPORTATION ELECTRIFICATION BALANCING ACCOUNT**

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- d. A debit entry to transfer the balance to the Distribution Revenue Adjustment Mechanism (DRAM) or to any other regulatory balancing account as authorized by the Commission; and
- e. An entry equal to interest on the average balance in the account at the beginning of the month and the balance after the above entries, at a rate equal to one-twelfth of the interest rate on three-month Commercial Paper for the previous month, as reported in the Federal Reserve Statistical Release, H.15 or its successor.

17. EV Charge Schools Subaccount

PURPOSE: The purpose of the one-way EV Charge Schools subaccount is to track the difference between the revenue requirement incurred and the forecast revenue requirement. Pursuant to Decision (D.) 19-11-017, PG&E is authorized to recover a revenue requirement associated with up to \$5.76 million in capital and expense for the deployment of the EV Charge Schools pilot program and ongoing costs necessary to support and maintain the program investments placed in service.

ACCOUNTING PROCEDURE: The following entries shall be made:

- a. A credit entry each month equal to the monthly portion of the forecast revenue requirement, net of Revenue Fees and Uncollectible (RF&U) accounts expense, based on the adopted \$5.76 million expenditure cap associated with capital and expense costs for the EV Charge Schools pilot program. A corresponding debit entry is defined in PG&E's electric DRAM Preliminary Statement Part CZ.
- b. A debit entry each month equal to actual expenses incurred;
- c. A debit or credit entry each month equal to the capital-related revenue requirement based on the recorded capital costs, net of RF&U, associated with the EV Charge Schools pilot program. Capital-related revenue requirements include depreciation expense, return on investment, federal and state income taxes, and property taxes associated with the costs of installed equipment;
- d. A debit entry to transfer the balance to the Distribution Revenue Adjustment Mechanism (DRAM) or to any other regulatory balancing account as authorized by the Commission; and
- e. An entry equal to interest on the average balance in the account at the beginning of the month and the balance after the above entries, at a rate equal to one-twelfth of the interest rate on three-month Commercial Paper for the previous month, as reported in the Federal Reserve Statistical Release, H.15 or its successor.

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Issued by
Robert S. Kenney
Vice President, Regulatory Affairs

Submitted
Effective
Resolution

October 11, 2019
October 11, 2019

**PG&E Gas and Electric
Advice Submittal List
General Order 96-B, Section IV**

AT&T	Downey & Brand	Pioneer Community Energy
Albion Power Company	East Bay Community Energy	Praxair
Alcantar & Kahl LLP	Ellison Schneider & Harris LLP	
	Energy Management Service	
Alta Power Group, LLC	Engineers and Scientists of California	Redwood Coast Energy Authority
Anderson & Poole	Evaluation + Strategy for Social Innovation	Regulatory & Cogeneration Service, Inc.
	GenOn Energy, Inc.	SCD Energy Solutions
Atlas ReFuel	Goodin, MacBride, Squeri, Schlotz & Ritchie	
BART	Green Charge Networks	SCE
	Green Power Institute	SDG&E and SoCalGas
Barkovich & Yap, Inc.	Hanna & Morton	
P.C. CalCom Solar	ICF	SPURR
California Cotton Ginners & Growers Assn	International Power Technology	San Francisco Water Power and Sewer
California Energy Commission	Intestate Gas Services, Inc.	Seattle City Light
California Public Utilities Commission	Kelly Group	Sempra Utilities
California State Association of Counties	Ken Bohn Consulting	Southern California Edison Company
Calpine	Keyes & Fox LLP	Southern California Gas Company
	Leviton Manufacturing Co., Inc. Linde	Spark Energy
Cameron-Daniel, P.C.	Los Angeles County Integrated Waste Management Task Force	Sun Light & Power
Casner, Steve	Los Angeles Dept of Water & Power	Sunshine Design
Cenergy Power	MRW & Associates	Tecogen, Inc.
Center for Biological Diversity	Manatt Phelps Phillips	TerraVerde Renewable Partners
	Marin Energy Authority	Tiger Natural Gas, Inc.
Chevron Pipeline and Power	McKenzie & Associates	
City of Palo Alto		TransCanada
	Modesto Irrigation District	Troutman Sanders LLP
City of San Jose	Morgan Stanley	Utility Cost Management
Clean Power Research	NLine Energy, Inc.	Utility Power Solutions
Coast Economic Consulting	NRG Solar	Utility Specialists
Commercial Energy		
County of Tehama - Department of Public Works	Office of Ratepayer Advocates	Verizon
Crossborder Energy	OnGrid Solar	Water and Energy Consulting Wellhead Electric Company
Crown Road Energy, LLC	Pacific Gas and Electric Company	Western Manufactured Housing Communities Association (WMA)
Davis Wright Tremaine LLP	Peninsula Clean Energy	Yep Energy
Day Carter Murphy		
Dept of General Services		
Don Pickett & Associates, Inc.		
Douglass & Liddell		