

PUBLIC UTILITIES COMMISSION
505 Van Ness Avenue
San Francisco CA 94102-3298



Pacific Gas & Electric Company
ELC (Corp ID 39)
Status of Advice Letter 6184E
As of March 14, 2022

Subject: Modification of Transportation Electrification Balancing Account to Add a New Subaccount (Vehicle Grid Integration Subaccount) per Public Utilities Code Section 740.16, enacted by Senate Bill 676

Division Assigned: Energy

Date Filed: 05-04-2021

Date to Calendar: 05-07-2021

Authorizing Documents: D2012029

Disposition:	Withdrawn
Effective Date:	None

Resolution Required: No

Resolution Number: None

Commission Meeting Date: None

CPUC Contact Information:

edtariffunit@cpuc.ca.gov

AL Certificate Contact Information:

Kimberly Loo

415-973-4587

PGETariffs@pge.com

PUBLIC UTILITIES COMMISSION
505 Van Ness Avenue
San Francisco CA 94102-3298



To: Energy Company Filing Advice Letter

From: Energy Division PAL Coordinator

Subject: Your Advice Letter Filing

The Energy Division of the California Public Utilities Commission has processed your recent Advice Letter (AL) filing and is returning an AL status certificate for your records.

The AL status certificate indicates:

- Advice Letter Number
- Name of Filer
- CPUC Corporate ID number of Filer
- Subject of Filing
- Date Filed
- Disposition of Filing (Accepted, Rejected, Withdrawn, etc.)
- Effective Date of Filing
- Other Miscellaneous Information (e.g., Resolution, if applicable, etc.)

The Energy Division has made no changes to your copy of the Advice Letter Filing; please review your Advice Letter Filing with the information contained in the AL status certificate, and update your Advice Letter and tariff records accordingly.

All inquiries to the California Public Utilities Commission on the status of your Advice Letter Filing will be answered by Energy Division staff based on the information contained in the Energy Division's PAL database from which the AL status certificate is generated. If you have any questions on this matter please contact the:

Energy Division's Tariff Unit by e-mail to
edtariffunit@cpuc.ca.gov



Sidney Dietz
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

May 4, 2021

Advice 6184-E

(Pacific Gas and Electric Company ID U 39 E)

Public Utilities Commission of the State of California

Subject: Modification of Transportation Electrification Balancing Account to Add a New Subaccount (Vehicle Grid Integration Subaccount) per Public Utilities Code Section 740.16, enacted by Senate Bill 676

Purpose

In compliance with the requirements of Public Utilities Code Section 740.16 enacted into law by Senate Bill (SB) 676 and implemented by Commission Decision No. (D.) 20-12-029, Pacific Gas and Electric Company (PG&E) submits this Tier 2 advice letter to modify the existing Transportation Electrification Balancing Account (TEBA) to add a new Vehicle Grid Integration Subaccount. The affected tariff sheets are provided in Attachment 1.

Background

Senate Bill 676 (Ch. 484, Stats. 2019) (SB 676) enacted new Public Utilities Code Section 740.16. Section 740.16 requires the Commission to establish strategies and quantifiable metrics to maximize the use of feasible and cost-effective electric vehicle (EV) integration into the electrical grid (Vehicle Grid Integration, or VGI) by January 1, 2030. On December 21, 2020, the CPUC issued D.20-12-029 implementing SB 676 in Rulemaking (R.) 18-12-006. Among other things, D.20-12-029 adopted various strategies to promote VGI and ordered PG&E and other investor-owned utilities (IOUs) to implement various near-term policy actions that the Commission has found reasonable in support of the strategies.

Among the near-term policy actions and activities that the Commission has ordered and found reasonable to promote VGI in D.20-12-029 are VGI pilots and demonstrations; emerging technologies and pilots; collecting and reporting metrics on VGI; reform of interconnection rules for more efficient integration of EVs into the grid to provide grid-related services; promotion of Automatic Load Management and near-term EV demand response; VGI customer outreach and education; collection and reporting of VGI program metrics; coordination on VGI strategies with CCAs; and hiring and payment of an independent evaluator to evaluate IOU VGI strategies and near-term policy actions. Examples of the policy actions and mandated activities required by D.20-12-029 are listed

in the VGI reporting template required by the decision and served on the service list for R.18-12-006 on April 20, 2021.

Each of the near-term policy actions and mandates authorized or ordered by the Commission and found reasonable in D.20-12-029 requires PG&E and the other IOUs to incur incremental, verifiable costs of implementation, including under various other advice letters for specific activities, such as studies, technology demonstrations, and VGI pilots. Subject to budgets otherwise required in subsequent VGI advice letters, D.20-12-029 has determined all the required and authorized activities to implement SB 676 and promote VGI to be reasonable and compliant with SB 676 and the Public Utilities Code.

Tariff Revisions

This advice letter modifies the following tariffs:

- Transportation Electrification Balancing Account (TEBA), *Electric Preliminary Statement Part HH*:

Modifies the TEBA to establish a new two-way Vehicle Grid Integration (VGI) Subaccount to track the incremental expenses and capital revenue requirements associated with the actual incremental capital and expense costs necessary for the implementation of VGI strategies and near-term policy actions ordered and authorized by CPUC D.20-12-029. The costs recorded in the VGI Subaccount will be trued up annually for revenue requirements expressly authorized and recovered for VGI activities. Upon approval by the Commission in advice letters, the balance in the VGI Subaccount will be transferred annually to PG&E's Distribution Revenue Adjustment Account (DRAM) for recovery in current rates through PG&E's Annual Electric True-up (AET) advice letter.

- Distribution Revenue Adjustment Mechanism (DRAM), *Electric Preliminary Statement Part CZ*:

Modifies Accounting Procedure bb. of the DRAM to include Vehicle Grid Integration into the authorized revenue requirement for the Transportation Electrification Balancing Account subaccounts.

Discussion

The costs recorded and recovered in the VGI Subaccount will be those costs incurred as authorized and ordered by D.20-12-029 and consistent with budgets for projects and programs as required under the express requirements of D.20-12-029. PG&E requests approval of the VGI Subaccount through this separate advice letter so that it can plan and forecast for its VGI-related costs with certainty regarding cost recovery prior to the substantive project and program advice letters supporting the actual projects and

programs, such as the pilots, studies and technology demonstrations authorized or ordered by D.20-12-029.

Protests

*****Due to the COVID-19 pandemic, PG&E is currently unable to receive protests or comments to this advice letter via U.S. mail or fax. Please submit protests or comments to this advice letter to EDTariffUnit@cpuc.ca.gov and PGETariffs@pge.com*****

Anyone wishing to protest this submittal may do so by letter sent via U.S. mail, facsimile or E-mail, no later than May 24, 2021, which is 20 days after the date of this submittal. Protests must be submitted to:

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:

Sidney Dietz
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

As required by AB 841, PG&E requests that this Tier 2 advice submittal become effective no later than 60 days after submittal, which is July 3, 2021.

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 R.18-12-006. 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/

Sidney Dietz
Director, Regulatory Relations

Attachments:

Attachment 1: Tariffs
Attachment 2: Redline Tariff Revisions

cc: Service lists for R.18-12-006



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) #: 6184-E

Tier Designation: 2

Subject of AL: Modification of Transportation Electrification Balancing Account to Add a New Subaccount (Vehicle Grid Integration Subaccount) per Public Utilities Code Section 740.16, enacted by Senate Bill 67

Keywords (choose from CPUC listing): Compliance, Preliminary Statement

AL Type: Monthly Quarterly Annual One-Time Other:

If AL submitted in compliance with a Commission order, indicate relevant Decision/Resolution #: D.20-12-029

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: 7/3/21

No. of tariff sheets: 8

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: Sidney Dietz, 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.
49744-E	ELECTRIC PRELIMINARY STATEMENT PART CZ DISTRIBUTION REVENUE ADJUSTMENT MECHANISM Sheet 4	48518-E
49745-E	ELECTRIC PRELIMINARY STATEMENT PART HH TRANSPORTATION ELECTRIFICATION BALANCING ACCOUNT Sheet 1	45868-E
49746-E	ELECTRIC PRELIMINARY STATEMENT PART HH TRANSPORTATION ELECTRIFICATION BALANCING ACCOUNT Sheet 2	45869-E
49747-E	ELECTRIC PRELIMINARY STATEMENT PART HH TRANSPORTATION ELECTRIFICATION BALANCING ACCOUNT Sheet 3	45870-E
49748-E	ELECTRIC PRELIMINARY STATEMENT PART HH TRANSPORTATION ELECTRIFICATION BALANCING ACCOUNT Sheet 12	45879-E
49749-E	ELECTRIC TABLE OF CONTENTS Sheet 1	49653-E
49750-E	ELECTRIC TABLE OF CONTENTS Sheet 13	48540-E
49751-E	ELECTRIC TABLE OF CONTENTS Sheet 17	49704-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, (5) the EV Charge Parks and EV Charge Schools Pilot Programs, authorized in D.19-11-01, and (6) Vehicle Grid Integration, approved in D.20-12-029.

(T)
|
(T)

cc. A debit entry to record PG&E's prorata portion of the authorized Essential Usage Study (EUS) related revenue requirements, exclusive of the Enhanced Web Tool portion and inclusive of RF&U, over the period from when the revenue requirements begins and the completion of the schedule of activities. A corresponding entry is included in the EUSEBA, which excludes an allowance for RF&U.

dd. A debit entry to record PG&E's prorata portion of the authorized Enhanced Web Tool portion of the EUS related revenue requirements, inclusive of RF&U, over the period from when the revenue requirements begins and the completion of the schedule of activities. A corresponding entry is included in the EUSEBA, which excludes an allowance for RF&U.

ee. A debit entry equal to one-twelfth (or amortization period approved) of the electric distribution portion of the interim rate relief as authorized by the CPUC in D.19-04-039, D.20-10-026, or future interim rate relief Decisions as authorized by the Commission.

ff. 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.



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, and (4) pilot and technology projects, strategies and programs to support electric vehicle grid integration required by D.20-12-029 (Decision Concerning Implementation of Senate Bill 676 and Vehicle-Grid Integration Strategies).

(T)
|
(T)

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.

(Continued)

Advice	6184-E	Issued by	Submitted	May 4, 2021
Decision	D.20-12-029	Robert S. Kenney	Effective	
		Vice President, Regulatory Affairs	Resolution	



ELECTRIC PRELIMINARY STATEMENT PART HH
TRANSPORTATION ELECTRIFICATION BALANCING ACCOUNT

Sheet 2

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. In addition, the Commission directed PG&E to contribute an amount equal to four percent of the total approved pilot budgets to support evaluation efforts.

D.20-12-029 *Decision Concerning Implementation of Senate Bill 676 and Vehicle-Grid Integration Strategies* orders PG&E to perform, conduct and report on various specific strategies, near-term policy actions and metrics to maximize the use of electric vehicle (EV) integration into the electrical grid by January 1, 2030 in compliance with Senate Bill 676 (Ch. 484, Stats. 2019).

(N)
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|
|
(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.

(Continued)



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 (AET) advice letter process, or as otherwise authorized by the Commission. (T)

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.

Disposition of the balance in the Vehicle Grid Integration subaccount will be through the AET as authorized by separate advice letters implementing the VGI programs, activities and actions mandated by D.20-12-029. (N)
|
(N)

- 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.

(Continued)

<i>Advice</i>	6184-E	<i>Issued by</i>	<i>Submitted</i>	May 4, 2021
<i>Decision</i>	D.20-12-029	Robert S. Kenney	<i>Effective</i>	
		<i>Vice President, Regulatory Affairs</i>	<i>Resolution</i>	



ELECTRIC PRELIMINARY STATEMENT PART HH
TRANSPORTATION ELECTRIFICATION BALANCING ACCOUNT

Sheet 12

17. EV Charge Schools Subaccount (Cont'd)

ACCOUNTING PROCEDURE: The following entries shall be made:

- 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.

18. Vehicle Grid Integration Subaccount

(N)

PURPOSE: The purpose of the two-way D.20-12-029 Vehicle Grid Integration subaccount is to track the difference between the revenue requirement based on actual expenses and actual capital expenditures and the revenue requirement based on adopted amounts related to the strategies, near-term policy actions and other costs incurred to comply with D.20-12-029.

ACCOUNTING PROCEDURE: The following entries shall be made each month:

- a. A credit entry equal to one-twelfth the adopted annual revenue requirement, net of RF&U related to the budgets and costs mandated by D.20-12-029. A corresponding debit entry is defined in PG&E's electric DRAM Preliminary Statement Part CZ;
- b. A debit entry equal to actual expenses incurred related to Vehicle Grid Integration strategies, near-term policy actions, reporting and other mandated activities required by D.20-12-029;
- c. A debit or credit entry equal to the capital-related revenue requirement based on actual capital costs, net of RF&U, related to Vehicle Grid Integration activities and costs mandated by D.20-12-029. 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.

(N)

(Continued)



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Advice 6184-E
Decision D.20-12-029

Issued by
Robert S. Kenney
Vice President, Regulatory Affairs

Submitted
Effective
Resolution

May 4, 2021



ELECTRIC TABLE OF CONTENTS

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Part HM	Public Policy Charge Balancing Account (PPCBA).....	44715,46124,46125,46126-E
Part HO	Statewide Energy Efficiency Balancing Account – E (SWEEBA-E).....	47069,47070,47071-E
Part HQ	Fire Risk Mitigation Memorandum Account (FRMMA).....	43314-E
Part HR	Net Energy Metering (NEM) Balancing Account (NEMBA).....	43317-E
Part HS	Portfolio Allocation Balancing Account (PABA).....	46729,46730,45744,46731,49702-E
Part HT	Officer Compensation Memorandum Account (OCMA-E).....	43629,43630-E
Part HU	San Joaquin Valley Disadvantaged Communities Pilot Balancing Account.....	44053-E
Part HX	Wildfire Plan Memorandum Account (WPMA).....	44450-E
Part IB	General Rate Case Memorandum Account – Electric (GRCMA-E).....	45750*,45751*-E

(Continued)

Advice 6184-E
May 4, 2021

Attachment 2

Redline Tariff Revisions



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.19-11-01, and (6) Vehicle Grid Integration, approved in D.20-12-029.
- cc. A debit entry to record PG&E's prorata portion of the authorized Essential Usage Study (EUS) related revenue requirements, exclusive of the Enhanced Web Tool portion and inclusive of RF&U, over the period from when the revenue requirements begins and the completion of the schedule of activities. A corresponding entry is included in the EUSEBA, which excludes an allowance for RF&U.
- dd. A debit entry to record PG&E's prorata portion of the authorized Enhanced Web Tool portion of the EUS related revenue requirements, inclusive of RF&U, over the period from when the revenue requirements begins and the completion of the schedule of activities. A corresponding entry is included in the EUSEBA, which excludes an allowance for RF&U.
- ee. A debit entry equal to one-twelfth (or amortization period approved) of the electric distribution portion of the interim rate relief as authorized by the CPUC in D.19-04-039, D.20-10-026, or future interim rate relief Decisions as authorized by the Commission.
- ff. 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.

(T)
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(T)



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, (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) pilot and technology projects, strategies and programs to support electric vehicle grid integration required by D.20-12-029 (Decision Concerning Implementation of Senate Bill 676 and Vehicle-Grid Integration Strategies).

(T)
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(T)

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.

(Continued)

<i>Advice</i>	5698-E-A	<i>Issued by</i>	<i>Submitted</i>	December 13, 2019
<i>Decision</i>	D.19-11-017	Robert S. Kenney	<i>Effective</i>	December 25, 2019
		<i>Vice President, Regulatory Affairs</i>	<i>Resolution</i>	



ELECTRIC PRELIMINARY STATEMENT PART HH
TRANSPORTATION ELECTRIFICATION BALANCING ACCOUNT

Sheet 2

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. In addition, the Commission directed PG&E to contribute an amount equal to four percent of the total approved pilot budgets to support evaluation efforts.

D. 20-12-029 Decision Concerning Implementation of Senate Bill 676 and Vehicle-Grid Integration Strategies orders PG&E to perform, conduct and report on various specific strategies, near-term policy actions and metrics to maximize the use of electric vehicle (EV) integration into the electrical grid by January 1, 2030 in compliance with Senate Bill 676 (Ch. 484, Stats. 2019).

(N)
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(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.

(Continued)

<i>Advice</i>	5698-E-A	<i>Issued by</i>	<i>Submitted</i>	December 13, 2019
<i>Decision</i>	D.19-11-017	Robert S. Kenney	<i>Effective</i>	December 25, 2019
		<i>Vice President, Regulatory Affairs</i>	<i>Resolution</i>	



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 (AET) advice letter process, or as otherwise authorized by the Commission. (T)

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.

Disposition of the balance in the Vehicle Grid Integration subaccount will be through the AET as authorized by separate advice letters implementing the VGI programs, activities and actions mandated by D. 20-12-029. (N)
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(N)

- 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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Advice	5698-E-A	Issued by	Submitted	December 13, 2019
Decision	D.19-11-017	Robert S. Kenney	Effective	December 25, 2019
		<i>Vice President, Regulatory Affairs</i>	Resolution	



**ELECTRIC PRELIMINARY STATEMENT PART HH
TRANSPORTATION ELECTRIFICATION BALANCING ACCOUNT**

Sheet 12

17. EV Charge Schools Subaccount (Cont'd)

ACCOUNTING PROCEDURE: The following entries shall be made:

- 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.

18. Vehicle Grid Integration Subaccount

(N)

PURPOSE: The purpose of the two-way D.20-12-029 Vehicle Grid Integration subaccount is to track the difference between the revenue requirement based on actual expenses and actual capital expenditures and the revenue requirement based on adopted amounts related to the strategies, near-term policy actions and other costs incurred to comply with D.20-12-029.

ACCOUNTING PROCEDURE: The following entries shall be made each month:

- a. A credit entry equal to one-twelfth the adopted annual revenue requirement, net of RF&U related to the budgets and costs mandated by D.20-12-029. A corresponding debit entry is defined in PG&E's electric DRAM Preliminary Statement Part CZ;
- b. A debit entry equal to actual expenses incurred related to Vehicle Grid Integration strategies, near-term policy actions, reporting and other mandated activities required by D.20-12-029;
- c. A debit or credit entry equal to the capital-related revenue requirement based on actual capital costs, net of RF&U, related to Vehicle Grid Integration activities and costs mandated by D.20-12-029. 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.

(N)

(Continued)

Advice	5698-E-A	Issued by	Submitted	December 13, 2019
Decision	D.19-11-017	Robert S. Kenney	Effective	December 25, 2019
		Vice President, Regulatory Affairs	Resolution	

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

AT&T
Albion Power Company

Alta Power Group, LLC
Anderson & Poole

Atlas ReFuel
BART

Barkovich & Yap, Inc.
California Cotton Ginners & Growers Assn
California Energy Commission

California Hub for Energy Efficiency
Financing

California Alternative Energy and
Advanced Transportation Financing
Authority
California Public Utilities Commission
Calpine

Cameron-Daniel, P.C.
Casner, Steve
Cenergy Power
Center for Biological Diversity

Chevron Pipeline and Power
City of Palo Alto

City of San Jose
Clean Power Research
Coast Economic Consulting
Commercial Energy
Crossborder Energy
Crown Road Energy, LLC
Davis Wright Tremaine LLP
Day Carter Murphy

Dept of General Services
Don Pickett & Associates, Inc.
Douglass & Liddell

East Bay Community Energy Ellison
Schneider & Harris LLP Energy
Management Service
Engineers and Scientists of California

GenOn Energy, Inc.
Goodin, MacBride, Squeri, Schlotz &
Ritchie

Green Power Institute
Hanna & Morton
ICF

IGS Energy
International Power Technology
Intestate Gas Services, Inc.
Kelly Group
Ken Bohn Consulting
Keyes & Fox LLP
Leviton Manufacturing Co., Inc.

Los Angeles County Integrated
Waste Management Task Force
MRW & Associates
Manatt Phelps Phillips
Marin Energy Authority
McKenzie & Associates

Modesto Irrigation District
NLine Energy, Inc.
NRG Solar

Office of Ratepayer Advocates
OnGrid Solar
Pacific Gas and Electric Company
Peninsula Clean Energy

Pioneer Community Energy

Redwood Coast Energy Authority
Regulatory & Cogeneration Service, Inc.
SCD Energy Solutions
San Diego Gas & Electric Company

SPURR
San Francisco Water Power and Sewer
Sempra Utilities

Sierra Telephone Company, Inc.
Southern California Edison Company
Southern California Gas Company
Spark Energy
Sun Light & Power
Sunshine Design
Tecogen, Inc.
TerraVerde Renewable Partners
Tiger Natural Gas, Inc.

TransCanada
Utility Cost Management
Utility Power Solutions
Water and Energy Consulting Wellhead
Electric Company
Western Manufactured Housing
Communities Association (WMA)
Yep Energy