

PUBLIC UTILITIES COMMISSION

505 VAN NESS AVENUE
SAN FRANCISCO, CA 94102-3298



April 7, 2022

PG&E Advice Letter 6424-E and 6424-E-A

Sidney Bob Dietz II. c/o Megan Lawson
Director, Regulatory Relations
Pacific Gas and Electric Company
77 Beale Street. Mail Code B13U
San Francisco, CA 94177

Subject: Modifications to Electric Rule 29 – Electric Vehicle Infrastructure in Compliance with Assembly Bill 841 and Ordering Paragraph 4 of Resolution E-5167

Dear Mr. Dietz:

The California Public Utilities Commission's (CPUC) Energy Division (ED) approves PG&E's AL 6424-E and 6424-E-A with an effective date of January 5, 2022.

On October 8, 2021, the California Public Utilities Commission (CPUC) issued Resolution E-5167, which approved, with modifications, PG&E's proposed Electric Rule 29 [Electric Vehicle (EV) Infrastructure Rule], PG&E's EV Infrastructure Rule Memorandum Account, and the EV Infrastructure Rules and associated memorandum accounts for Southern California Edison and San Diego Gas & Electric pursuant to Assembly Bill 841 (Ting, 2020). Ordering Paragraph (OP) 4 of Resolution E-5167 directed SCE file a Tier 2 Advice Letter (AL) within 60 days of the Resolution's approval to make modifications to their EV Infrastructure Rule and the EV Infrastructure Rule Memorandum Account. These modifications include the following:

- a. Modify the proposed EV Infrastructure Rules to include a definition of "issue mitigation" for which the associated costs will be assigned to the applicant.
- b. Update the proposed EV Infrastructure Rule to reflect the specific safety qualifications that it will require of Electric Vehicle Supply Equipment installed in order for the equipment to be qualified under the EV Infrastructure Rules if these qualifications go beyond the requirements for utility-side infrastructure within the Transportation Electrification Safety Checklist adopted via Decision (D.)18-05-040.
- c. Include clarifying language within the EV Infrastructure Rule as to how applicants may provide proof of commitment to purchase and install Electric Vehicle Supply Equipment under the EV Infrastructure Rule, including all the eligible documents an applicant may use.

PUBLIC UTILITIES COMMISSION

505 VAN NESS AVENUE

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- d. Propose a common plan with the other utilities for how they will confirm that customers taking service under the EV Infrastructure Rules install and maintain the Electric Vehicle Supply Equipment for a minimum of five years.
- e. Update the EV Infrastructure Rule to offer future proofing and buildout of additional capacity beyond the capacity to support the Electric Vehicle Supply Equipment the applicant plans to install at the time of taking service under the Rule. They must additionally submit a plan for its future proofing that includes a requirement that the investor-owned utility to obtain a signed commitment from the applicants that they will install the additional planned Electric Vehicle Supply Equipment in the future, the approximate number of Electric Vehicle Supply Equipment they plan to install, and the expected timeframe for the installation. The utility must also include a description of how they will confirm the applicant fulfilled its commitment to install the additional Electric Vehicle Supply Equipment.
- f. Describe how they will align all future electrification upgrades to streamline the process for customers, support multiple clean energy objectives, and reduce costs for both customers and ratepayers.
- g. Outline which investor-owned utility and third-party load management solutions they will offer customers taking service under their EV Infrastructure Rules, and how they plan to update this list over time. This must at minimum include education and an option for the customer to install customer-side automated load management (ALM).

On December 6, 2021, PG&E submitted AL 6424-E in compliance with OP 4 of Resolution E-5167. On January 3, 2022, ChargePoint Inc submitted a response to PG&E's AL 6424-E and The Utility Reform Network (TURN) submitted a protest requesting the Commission direct PG&E to revise the AL. On January 11, 2022, PG&E filed a reply to ChargePoint's response and TURN's protest. On March 22, 2022, PG&E submitted AL 6424-E-A to supplement, in part, AL 6424-E.

ChargePoint's Response Protests and PG&E's Reply

ChargePoint recommends PG&E revise the future proofing language to allow for both revision of the original estimated timeframe for installation of electric vehicle supply equipment and extension of that timeframe beyond the proposed five-year period. ChargePoint raises concerns with PG&E's definition of Future Proofing, which is proposed as "sizing utility-side EV infrastructure to match both the capacity needed to support EVSE installed at the time of taking service under Rule 29 and the capacity needed to support additional Charging Stations the Applicant commits to install later in the contract term." PG&E further states that the Rule 29 contract will allow modification of the buildout installation schedule, but only if the applicant experiences an "unforeseen financial or material lead time impact" and only "within the five-year contract term". ChargePoint generally supports this language, but cautions that some customers may choose to install EVSE over a longer period than five-years. ChargePoint recommends that PG&E modify the Future Proofing language to provide the applicant the option to submit an EVSE build out schedule, and that this schedule may be extended beyond the initial five-year contract term for good cause.

PUBLIC UTILITIES COMMISSION

505 VAN NESS AVENUE
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- In their reply, PG&E proposed an alternative approach to meet the priorities of both ChargePoint’s response, and TURN’s protest below, on the future-proofing requirements. In lieu of limiting installations of additional EVSE to a five-year timeline, PG&E will instead design the infrastructure to the customer-side electrical panel installed and owned by the applicant. If the applicant wishes to install additional EV chargers in the future, they may install an upsized electrical panel with the capacity for the planned additional EVSE. PG&E states that sizing the utility-side infrastructure to the capacity of the applicant-owned panel is part of PG&E’s existing business practices and should be applied to the EV Infrastructure Rule.

ChargePoint also recommends PG&E add language to further comply with OP 4.g, which requires PG&E to outline IOU and third-party load management solutions that will be offered to customers, including at minimum education and an option for the customer to install customer-side automated load management (ALM). While ChargePoint agrees that PG&E’s proposed language complies with OP 4.g, they recommend PG&E add the language proposed by SCE in AL 4659-E, which states the utility will not promote one ALM product over another, but rather inform the customer of the types of options available and refer the customer to either their EV Service Provider or to the California Energy Commission for additional information.

- PG&E’s reply states they find ChargePoint’s suggestion to add ALM neutrality language is reasonable and agreed to update their tariff as ChargePoint suggests.

TURN’s Protest and PG&E’s Reply

TURN’s protest included four recommended modifications to PG&E’s AL to align it closer with the intent of Resolution E-5167.

First, TURN recommends adding a maximum cap to the “mutually agreed” upon timeline that the IOU and applicant determines is reasonable for an applicant to activate the agreed upon quantity of electric vehicle supply equipment. TURN suggest using 180 days, or approximately 6 months, as a reasonable cap that should account for unforeseen circumstances.

- PG&E’s response proposed a compromise solution to ChargePoint’s and TURN’s concerns, which is further explained in the section discussing ChargePoint’s response above.

Second, TURN states they believe it is necessary to include a timeframe for the remediation of electric vehicle supply equipment maintenance issues. As stated in Resolution E-5167, an applicant is required to maintain the electric vehicle supply equipment for at least five years as ratepayers bear the responsibility for the costs of the utility-side distribution infrastructure to support the installed chargers. This requirement was adopted to ensure some protection against stranded assets. TURN asserts it is reasonable to include a specified timeframe for the remediation of maintenance issues, and finds 90

PUBLIC UTILITIES COMMISSION

505 VAN NESS AVENUE
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days as an appropriate timeframe to ensure the chargers are available to support the state's clean transportation goals and to provide some ratepayer protection against stranded assets.

- PG&E's reply stated they found TURN's recommendation reasonable and agreed to modify the tariff language as TURN suggests.

Third, TURN raised concerns with vagueness of PG&E's language that states they may pursue reimbursement of the costs incurred in connection with deploying utility-side EV infrastructure and any costs associated with the removal of the utility-side EV infrastructure if the applicant fails to comply with the requirement to maintain the electric vehicle supply equipment. TURN recommends the Commission consider directing the utilities to require reimbursement if any of the EV chargers at a site are not in working condition for a specified period, with one year or more being a reasonable timeframe.

- While finding TURN's request for clarity on reimbursement reasonable, PG&E proposed to achieve this in a different way. PG&E asserts that since they will not have access to EVSE-level data on the customer side of the meter, a more appropriate approach would be for PG&E to update the language to say "PG&E will pursue reimbursement of the costs incurred in connection with deploying utility-side EV infrastructure..."

Finally, TURN recommends PG&E regularly review meter data or work with the EV vendors to ensure the EV chargers are operable. While generally supportive of PG&E's proposed language that states they will "conduct an annual review, using meter data, to confirm that the EVSE are being maintained and utilized, TURN raises concerns that this may not be sufficient to ensure all of the stations at a site are actually working, especially if the meter data is reviewed at the site level. TURN recommends that PG&E establish a minimum kWh threshold for the meter connected to each station that indicates at least one charging session is occurring annually, at a minimum.

- PG&E's reply stated they disagree with TURN's recommendation to establish a minimum kWh threshold or coordinate with vendors to ensure each charger is utilized. PG&E states that establishing a minimum kWh threshold does not resolve the limitations of assessing usage at a meter level and that to use meter data to confirm each EVSE is functional would require use of submeters for each individual EVSE, which is neither practical nor required by Rule 29. PG&E urges the CPUC to reject TURN's protest.

PUBLIC UTILITIES COMMISSION

505 VAN NESS AVENUE
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On March 22, 2022, PG&E submitted AL 6424-E-A to supplement, in part, AL 6424-E. AL 6424-E-A implements minor changes to PG&E's Electric Rule 29 that were suggested in ChargePoint's response and TURN's protest. These modifications include:

- Add language to the Automated Load Management section to say "PG&E will not promote one ALM product over another, but rather will inform the customer of the types of options available and refer the customer to either their EV Service Provider or to the California Energy Commission for additional information."
- Delete language on Future Proofing that says "match both the capacity needed to support the Charging Stations the Applicant plans to install at the time of taking service under Rule 29, as well as the capacity needed to support additional Charging Stations the Applicant commits to install later in the contract term." PG&E proposes to replace this language with "PG&E defines future proofing as sizing utility-side EV infrastructure to the Customer-side electrical panel installed and owned by the Applicant. If the Applicant wishes to install additional Charging Stations in the future, they should install an electrical panel with capacity to accommodate the planned Charging Station additions. When needed, PG&E will reinforce the service by installing a larger transformer and/or additional service conductor, utilizing the existing transformer pad and substructures such as conduit."
- Delete language on Future Proofing that says "As part of the project contract, the Applicant will provide a signed commitment that they will install the additional qualified Charging Stations in the future, the approximate number of Charging Stations they plan to install, and the expected timeframe for the installation. The project contract will specify that due to an unforeseen financial or material lead time impact, the installation date of future chargers may be modified within the five year contract term, subject to mutual agreement between PG&E and the Applicant."
- Add language to Section A to say "ACTIVATION OF CHARGING STATIONS: The Applicant must active the agreed upon quantity of Charging Stations within 30 business days after service point energization or on a timeline mutually agreed upon by the Utility and the Applicant, not to exceed 180 business days. The Applicant must notify PG&E when the EV Charging Stations are operational."
- Add language to Section A to say "MAINTENANCE: Applicant must remedy any Charging Station maintenance issue within 90 days. Failure to comply with these terms may, at PG&E's discretion, result in discontinuation of service. In the event of discontinuation of service, Applicant shall reimburse PG&E's costs. If any Charging Stations are not in working conditions for one year Applicant shall reimburse to PG&E all PG&E's costs incurred under this Rule."
- Add language to Section A to say "INTERACTION WITH RULE 15: This Rule is not applicable to Distribution Line Extensions. Distribution Line Extensions required by Applicant to receive service under this Rule shall be installed pursuant to and in accordance with Rule 15,

PUBLIC UTILITIES COMMISSION

505 VAN NESS AVENUE

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Distribution Line Extensions. This Rule does not establish a customer allowance for Distribution Line Extensions and does not determine whether the Applicant is eligible for an allowance under this Rule, then a Rule 15 allowance shall be calculated for the Applicant pursuant to the requirements set forth in Rule 15.”

- Modify language in Section E.1.c to say “The capacity of the Customer-Side electrical panel ~~Electric Vehicle Infrastructure, including the additional capacity beyond the capacity needed to support the agreed upon quantity of Charging Stations as discussed in Section A, as defined in kilowatts,~~ will be used in the design of the capacity of the Utility-Side EV Service Extension.”
- Modify language in Section F.1.a to say “EXCESS SERVICE. The costs of the EV Service Extension that are the result of the requested EV Service Extension differing from the shortest or most practical and available route. Length of the service being in excess of 300 feet. This cost responsibility applies in situations where an Electrical Distribution Infrastructure Service Extension longer than 300 feet is required or is requested by the Applicant.”

The protest period for PG&E’s AL 6424-E-A was not reopened.

Discussion

We deny TURN’s recommendation to have PG&E regularly review EV charger data to confirm the equipment is used. We agree with PG&E’s reply measuring individual EVSE-level data would require the use of submeters, which is not a requirement for applicants taking service through Rule 29 to pursue. The measures proposed by PG&E that would ensure EVSE are properly maintained and install are reasonable actions to guard against stranded ratepayer funded assets.

Energy Division’s review of PG&E’s AL 6424-E and 6424-E-A found that it adequately addressed the issues highlighted by the protests and is in compliance with OP 4 of Resolution E-5167. The proposed language to modify Rule 29 is reasonable and comprehensive, and complies with the intent of OP 4 of Resolution E-5167.

PG&E’s AL 6424-E and 6424-E-A providing modifications to Rule 29 pursuant to Resolution E-5167 is hereby approved with a January 5, 2022 effective date.

PUBLIC UTILITIES COMMISSION

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Please contact Michael Truax of Energy Division at Michael.truax@cpuc.ca.gov if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read 'Pete Skala', followed by the word 'FOR' in a simple, blocky font.

Pete Skala

Interim Deputy Executive Director for Energy and Interim Climate Policy/Director, Energy Division, CPUC

Cc: AMHP@pge.com;

EDTariffUnit@cpuc.ca.gov;

Paula.Gruending@cpuc.ca.gov;

Jennifer.Kalafut@cpuc.ca.gov ;

Michael.truax@cpuc.ca.gov;

Matthew.deal@chargepoint.com;

etorres@turn.org;



Sidney Bob Dietz II
Director
Regulatory Relations

Pacific Gas and Electric Company
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San Francisco, CA 94177

Fax: 415-973-3582

March 22, 2022

Advice 6424-E-A

(Pacific Gas and Electric Company ID U 39 E)

Public Utilities Commission of the State of California

Subject: Supplemental: Updates to Electric Rule 29, as per Ordering Paragraph 4 of Resolution E-5167

Purpose

The purpose of this Advice Letter is to supplement PG&E's Advice 6424-E, submitted on December 6, 2021. It does not change the substance of Advice 6424-E except as provided herein.

Background

On October 7, 2021, The California Public Utilities Commission ("Commission") issued Resolution E-5167 in response to Pacific Gas & Electric ("PG&E"), Southern California Edison ("SCE"), and San Diego Gas & Electric ("SDG&E")'s request to establish new Electric Vehicle (EV) Infrastructure Rules and associated Memorandum Accounts, pursuant to Assembly Bill 841. On December 6, 2021, PG&E filed Advice 6424-E – Updates to Electric Rule 29, as per Ordering Paragraph 4 of Resolution E-5167 and Advice 6423-E – Updates to Electric Rule 29 and Electric Preliminary Statement Part IU, as per Ordering Paragraph 3 of Resolution E-5167.

On January 4, ChargePoint, Inc. ("ChargePoint") submitted a response and The Utility Reform Network ("TURN") submitted a protest to PG&E's Advice Letters. On January 11, 2022, PG&E filed a reply to ChargePoint's response and TURN's protest, in which PG&E agreed with the reasonableness of certain tariff and policy changes suggested by ChargePoint and TURN.

Pursuant to PG&E's conference call with the Commission's Energy Division on March 14, 2022, PG&E agreed to supplement Advice 6424-E with modifications reflecting certain statements PG&E made in its January 11th reply. During its March 14th call, PG&E also

made Energy Division aware of its proposal to make an additional minor clarification to Rule 29 to avoid customer confusion with regards to Rule 15 allowances.

Overview of Proposed Changes

1. Add language to clarify that customer education regarding load management is meant to be informative, unbiased, and competitively neutral.
2. Remove 5-year limitation on installations of additional Charging Stations and instead put forward that PG&E will size Utility-side capacity to match the Customer-side electrical panel installed, as a flexible means of addressing future proofing while still requiring a credible commitment (i.e., purchase and installation of a panel to accommodate future load) on the part of the Applicant that they will install additional Charging Stations in the future, thereby providing ratepayer protection.
3. Add a cap on the amount of time an Applicant may have to activate the agreed upon quantity of charging stations, as it is beneficial to ratepayers and the state's clean transportation goals to have the EVSEs activated as soon as possible after the utility-side infrastructure is energized.
4. Add a timeframe for Customers to remedy Charging Station maintenance issues, to ensure Charging Stations are available to support California's clean transportation goals and to provide some ratepayer protection against stranded assets.
5. Add clarifying language that when an Applicant's proposed Rule 29 job also requires a distribution line extension, an allowance will be calculated based on expected future load in accordance with Rule 15, Distribution Line Extensions, as Rule 29 does not apply to distribution line extensions.
6. Correction to Advice 6424-E to remove a remaining outdated reference to 300 feet in Rule 29.

Proposed Changes to Advice 6424-E

PG&E proposes the following changes to Advice 6424-E, pursuant to its discussion with Energy Division.¹

1. Automated Load Management

Customers taking service under Rule 29 may install customer-side automated load management (ALM) solutions. Any third-party customer-side load management solution must be certified by a Nationally Accepted Testing Laboratory. Additionally, PG&E will discuss load management techniques, including ALM, with all customers who take service under Rule 29. PG&E will not promote one ALM product over another, but rather will inform the customer of the types of options available and refer the customer to either their EV Service Provider or to the

¹ Underlined text denotes new language and strikethrough text denotes deleted language in the tariff.

California Energy Commission for additional information. Customers installing charging infrastructure using Rule 29 will be informed of utility load management incentives and solutions via existing and future proposed rates, programs, and pilots.

2. Plan for Future Proofing

The Commission directs PG&E to submit a plan for its future proofing. PG&E defines future proofing as sizing utility-side EV infrastructure to ~~match both the capacity needed to support the Charging Stations the Applicant plans to install at the time of taking service under Rule 29, as well as the capacity needed to support additional Charging Stations the Applicant commits to install later in the contract term.~~ the Customer-side electrical panel installed and owned by the Applicant. If the Applicant wishes to install additional Charging Stations in the future, they should install an electrical panel with capacity to accommodate the planned Charging Station additions. When needed, PG&E will reinforce the service by installing a larger transformer and/or additional service conductor, utilizing the existing transformer pad and substructures such as conduit.

As part of the application for taking service under Rule 29, a customer will be prompted to provide a load schedule for the duration of the five-year contract and specify, if applicable, the approximate number of additional Charging Stations they wish to install in the future and on what timeline. PG&E will discuss this information with the Applicant during the design process, to better understand, validate, and revise if needed the customer's future build-out requirements. ~~As part of the project contract, the Applicant will provide a signed commitment that they will install the additional qualified Charging Stations in the future, the approximate number of Charging Stations they plan to install, and the expected timeframe for the installation. The project contract will specify that due to an unforeseen financial or material lead time impact, the installation date of future chargers may be modified within the five-year contract term, subject to mutual agreement between PG&E and the Applicant.~~

Proposed Tariff Changes

PG&E proposes the following changes to Rule 29 pursuant to the discussion with Energy Division.²

1. Section A

1. ACTIVATION OF CHARGING STATIONS: The Applicant must activate the agreed upon quantity of Charging Stations within 30 business days after

² Underlined text denotes new language and strikethrough text denotes deleted language in the tariff.

- service point energization or on a timeline mutually agreed upon by the Utility and the Applicant, not to exceed 180 business days. The Applicant must notify PG&E when the EV Charging Stations are operational.
2. MAINTENANCE: Applicant must agree to maintain and operate the Charging Stations associated with this rule for a period of five years. Applicant must remedy any Charging Station maintenance issue within 90 days. Failure to comply with these terms may, at PG&E's discretion, result in discontinuation of service. In the event of discontinuation of service, Applicant shall reimburse PG&E's costs. If any Charging Stations are not in working condition for one year Applicant shall reimburse to PG&E all PG&E's costs incurred under this Rule.
 3. RATES: As a default, participants will be enrolled in PG&E's Business EV rate unless the rate becomes closed or another rate is determined to be more appropriate. However, applicants may choose to change to another Time-Of-Use rate.
 7. INTERACTION WITH RULE 15: This Rule is not applicable to Distribution Line Extensions. Distribution Line Extensions required by Applicant to receive service under this Rule shall be installed pursuant to and in accordance with Rule 15, Distribution Line Extensions. This Rule does not establish a customer allowance for Distribution Line Extensions and does not determine whether the Applicant is eligible for an allowance under Rule 15. If an Applicant requires Rule 15 work to receive service under this Rule, then a Rule 15 allowance shall be calculated for the Applicant pursuant to the requirements set forth in Rule 15.

2. Section E.1.c

The capacity of the Customer-Side electrical panel ~~Electric Vehicle infrastructure, including the additional capacity beyond the capacity needed to support the agreed upon quantity of Charging Stations as discussed in Section A, as defined in kilowatts,~~ will be used in the design of the capacity of the Utility-Side EV Service Extension.

3. Section F.1.a

~~EXCESS SERVICE. The costs of the EV Service Extension that are the result of the requested EV Service Extension differing from the shortest or most practical and available route. length of the service being in excess of 300 feet. This cost responsibility applies in situations where an Electrical Distribution Infrastructure Service Extension longer than 300 feet is required or is requested by the Applicant.~~

Protests

Pursuant to GO 96-B, General Rule 7.5.1, PG&E requests to maintain the original protest and comment period designated in Advice 6424-E and not reopen the protest period.

Effective Date

PG&E is submitting this advice letter with a Tier 2 designation, which is the same tier designation as the original advice letter, Advice 6424-E. Pursuant to GO 96-B, General Rule 7.5.1, the submittal of a supplement, or of additional information at the request of the reviewing Industry Division, does not automatically delay the effective date of the advice letter. Therefore, PG&E respectfully requests that this supplemental advice submittal become effective concurrent with original Advice Letter 6424-E, which is effective January 5, 2022.

Notice

In accordance with General Order 96-B, Section IV, a copy of this advice letter is being sent electronically 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 Bob Dietz II
Director, Regulatory Relations

Attachments

cc: Service List R.18-12-006
Matthew Deal, ChargePoint, Inc.
Elise Torres, TURN



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 U39 E)

Utility type:

- ELC GAS WATER
 PLC HEAT

Contact Person: Annie Ho
 Phone #: (415) 973-8794
 E-mail: PGETariffs@pge.com
 E-mail Disposition Notice to: AMHP@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) #: 6424-E-A

Tier Designation: 2

Subject of AL: Supplemental: Updates to Electric Rule 29, as per Ordering Paragraph 4 of Resolution E-5167

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 #: E-5167

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: 1/5/22

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 Bob Dietz II, c/o Megan Lawson
Title: Director, Regulatory Relations
Utility Name: Pacific Gas and Electric Company
Address: 77 Beale Street, Mail Code B13U
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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.
52833-E	ELECTRIC RULE 29 EV INFRASTRUCTURE Sheet 1	52197-E
52834-E	ELECTRIC RULE 29 EV INFRASTRUCTURE Sheet 2	52198-E
52835-E	ELECTRIC RULE 29 EV INFRASTRUCTURE Sheet 3	52199-E
52836-E	ELECTRIC RULE 29 EV INFRASTRUCTURE Sheet 19	52215-E
52837-E	ELECTRIC RULE 29 EV INFRASTRUCTURE Sheet 23	52219-E
52838-E	ELECTRIC TABLE OF CONTENTS Sheet 1	51657-E
52839-E	ELECTRIC TABLE OF CONTENTS Sheet 21	52223-E



ELECTRIC RULE 29
EV INFRASTRUCTURE

Sheet 2

- A. **APPLICABILITY (Cont'd):** (L)
- 5. **PROOF OF COMMITMENT:** Applicant must show a proof of commitment to purchase their Charging Stations in order to proceed with a project under this Rule. A proof of commitment is any documentation of clear intent to procure and deploy the Charging Stations, such as a budget approval, grant agreement, request for proposal results, governance-body mandated procurement and deployment, or actual purchase order provided by a seller. (N)
- 6. **EXISTING PROGRAMS:** Electric Vehicle Supply Equipment installed through PG&E's Electric Vehicle Charge Network, Electric Vehicle Fleet, Electric Vehicle Fast Charge, Empower Electric Vehicle, Electric Vehicle Charge Schools, or Electric Vehicle Charge Parks are not applicable under this Rule (L)
- 7. **INTERACTION WITH RULE 15:** This Rule is not applicable to Distribution Line Extensions. Distribution Line Extensions required by Applicant to receive service under this Rule shall be installed pursuant to and in accordance with Rule 15, Distribution Line Extensions. This Rule does not establish a cust/omer allowance for Distribution Line Extensions and does not determine whether the Applicant is eligible for an allowance under Rule 15. If an Applicant requires Rule 15 work to receive service under this Rule, then a Rule 15 allowance shall be calculated for the Applicant pursuant to the requirements set forth in Rule 15. (N)
- 8. **TARIFF MODIFICATIONS:** The California Public Utilities Commission may make modifications to this Rule that would go into effect as early as 2027, upon completion of PG&E's 2023 General Rate Case cycle. (L)

B. **GENERAL**

- 1. **DESIGN.** PG&E will be responsible for planning, designing, and engineering its EV Service Extensions using PG&E's standards for design, materials and construction.
- 2. **CONSTRUCTION AND DESIGN SPECIFICATIONS, STANDARDS, TERMS, AND CONDITIONS OF A NEW EXTENSION OF SERVICE PROJECT.**
 - a. In compliance with Section 783 of the Public Utilities Code, PG&E will apply only those construction and design specifications, standards, terms, and conditions that are applicable to a new extension of service project for the 18 months following the date the application for a new extension of service project is approved. (L)

(Continued)



**ELECTRIC RULE 29
EV INFRASTRUCTURE**

Sheet 3

- A. GENERAL (Cont'd.) (L)
- 2. Construction and Design Specifications, Standards, Terms, and Conditions of a New Extension of Service Project (Cont'd.)
 - b. PG&E may default utilizing existing service where technically feasible and cost efficient.
 - c. PG&E may adopt modifications to those construction and design specifications, standards, terms, and conditions applicable to a new extension-of-service project only in accordance with any of the following: (L)
 - 1) An order or decision of the California Public Utilities Commission (CPUC) or any other state or federal agency with jurisdiction.
 - 2) A work order issued by PG&E to implement construction or design changes necessitated by a customer-driven scope of work modification.
 - 3) A material-related design change identified by PG&E to remedy a construction material defect that could pose a risk to public safety.
 - d. Approval date of a new extension of service application refers to the earlier of either the effective date of the contract for the extension of electric service or the date when PG&E first invoices the customer for the extension of electric service. "Invoice" is to mean when PG&E presents an offer to the customer for the extension of service in response to an application for an extension of service submitted pursuant to the regulations of the CPUC and applicable specifications of PG&E.
 - e. EV Service Extension shall extend along the shortest or most practical and available route as necessary to reach a Service Delivery Point identified via mutual agreement between PG&E and the Applicant.
 - 1) The Applicant will be responsible for all costs of the service that are a result of the requested EV Service Extension differing from the shortest or most practical and available route. This additional cost is further described in section E.1.j. of this Rule.

(Continued)



ELECTRIC RULE 29
EV INFRASTRUCTURE

Sheet 13

E. RESPONSIBILITIES FOR NEW EV SERVICE EXTENSIONS (Cont'd.).

1. APPLICANT RESPONSIBILITY (Cont'd.).

c. REQUIRED SERVICE EQUIPMENT (Cont'd.).

Such facilities shall also include but are not limited to the overhead or underground termination equipment, conduits located under or within structures, service entrance conductors from the Service Delivery Point to the location of PG&E's metering facilities, connectors, meter sockets, meter and instrument transformer housing, service switches, circuit breakers, fuses, relays, wireways, metered conductors, machinery and apparatus of any kind or character. This also includes all facilities required to provide Electric Vehicle charging services at the site, including but not limited to Electric Vehicle Supply Equipment. The capacity of the Customer-Side electrical panel will be used in the design of the capacity of the Utility-Side EV Service Extension. Detailed information on PG&E's service equipment requirements will be furnished by PG&E.

(T)

d. COORDINATION OF ELECTRICAL PROTECTIVE DEVICES. When, as determined by PG&E, Applicant's load is of sufficient size as to require coordination of response time characteristics between Applicant's electrical protective devices (circuit breakers, fuses, relays, etc.) and those of PG&E, it shall be Applicant's responsibility to provide such coordination in accordance with Rule 2.

e. LIABILITY. PG&E shall incur no liability whatsoever, for any damage, loss or injury occasioned by:

- 1) Applicant-owned equipment or Applicant's transmission and delivery of energy; or,
- 2) The negligence, omission of proper protective devices, want of proper care, or wrongful act of Applicant, or any agents, employees, or licensees of Applicant, on the part of Applicant in installing, maintaining, using, operating, or interfering with any such conductors, lines, machinery, or apparatus.

(Continued)



ELECTRIC RULE 29
EV INFRASTRUCTURE

Sheet 19

F. ALLOWANCES AND PAYMENTS BY APPLICANT

- 1. PAYMENTS. Applicant is responsible to pay PG&E the following non-refundable costs as applicable under this rule and in advance of PG&E commencing its work:
 - a. EXCESS SERVICE. The costs of the EV Service Extension that are the result of the length of the requested EV Service Extension differing from the shortest or most practical and available route. (T)
(T)
 - b. TAX. Any payments or contribution of facilities by Applicant are taxable Contributions in Aid of Construction (CIAC) and shall include an Income Tax Component of Contribution (ITCC) for state and federal tax at the rate provided in PG&E's Preliminary Statement.
 - c. OTHER. PG&E's total estimated installed cost for any work it performs that is Applicant's responsibility or performs for the convenience of Applicant.
- 2. REFUNDS. No refunds apply to the installation of EV Service Extension Facilities under this Rule.

G. EXISTING EV SERVICE FACILITIES

- 1. EV SERVICE REINFORCEMENT
 - a. PG&E-OWNED. When PG&E determines that its existing Service Facilities require replacement, the existing Service Facilities shall be replaced as a new EV Service Extension under the provisions of this rule.
 - b. APPLICANT-OWNED. When PG&E determines that existing Applicant owned service facilities (installed under a prior rule) require replacement, such replacement or reinforcement shall be accomplished under the provisions for a new EV Service Extension installation, except that if PG&E determines that any portion of Applicant's existing service extension facilities can be utilized by PG&E, Applicant will convey any such usable part to PG&E and an appropriate credit by PG&E may be allowed to Applicant.

Applicant will replace or reinforce that portion of the Service Extension which Applicant will continue to own, under the provisions of this rule for new services.

(Continued)



ELECTRIC RULE 29
EV INFRASTRUCTURE

Sheet 23

I. DEFINITIONS FOR RULE 29 (Cont'd.).

EXCAVATION: All necessary trenching, backfilling, and other digging as required to install EV Service Extensions including furnishing of any imported backfill material, concrete encasement to protect conduit, and disposal of spoil, as required, surface repair and replacement, landscape repair and replacement.

FRANCHISE AREA: Public streets, roads, highways, and other public ways and places where PG&E has a legal right to occupy under franchise agreements with governmental bodies having jurisdiction.

ISSUE MITIGATION: A process of addressing impacts to the environment caused by human action – notably those resulting from infrastructure projects. Negative environmental impacts should be avoided, for instance by re-siting the project to a more suitable location. If relocation is not feasible, reasonable, cost-efficient science-based measures should be deployed to minimize harm. (N)
|
|
|
(N)

PREMISES: All of the real property and apparatus employed in a single enterprise on an integral parcel of land undivided, excepting in the case of industrial, agricultural, oil field, resort enterprises, and public or quasi-public institutions, by a dedicated street, highway or public thoroughfare or a railway. Automobile parking lots constituting a part of and adjacent to a single enterprise may be separated by an alley from the remainder of the Premises served.

PROTECTIVE STRUCTURES: Fences, retaining walls (in lieu of grading), sound barriers, posts, barricades and other structures as required by PG&E.

SERVICE DELIVERY POINT: Where PG&E's Service Facilities are connected to either Applicant's conductors or other service termination facility designated and approved by PG&E.

EV SERVICE EXTENSIONS: The overhead and underground primary or secondary facilities extending from the point of connection at the Distribution Line to the Service Delivery Point. When an underground Service Extension is supplied from a PG&E-designated overhead pole, the beginning point of connection to PG&E's Distribution Line shall be where the EV Service Extension is connected to PG&E's overhead Distribution Line conductors.

SUBSTRUCTURES: The surface and subsurface structures which are necessary to contain or support PG&E's electric facilities. This includes, but is not limited to, splice boxes, pull boxes, equipment vaults and enclosures, foundations or pads for surface-mounted equipment.



ELECTRIC TABLE OF CONTENTS

Sheet 1

TABLE OF CONTENTS

SCHEDULE	TITLE OF SHEET	CAL P.U.C. SHEET NO.	
Title Page.....		52839-E	(T)
Rate Schedules.....	51611,51612,51579,49701,50627,50628,50657,49654,49184-E		
Preliminary Statements, Rule	49185,48878,50629,50630,49682,50058,51616,51617-E		
Rules.....		50633,51658*-E	
Rules, Maps, Contracts and Deviations.....		52840-E	(T)
Sample Forms.....	50636,50671,50672,50638,50639,50673,		
.....	50640,50641,51254,51487,49309,49310,49311-E		

(Continued)

Advice 6424-E-A
Decision

Issued by
Robert S. Kenney
Vice President, Regulatory Affairs

Submitted
Effective
Resolution

March 22, 2022
E-5167



ELECTRIC TABLE OF CONTENTS

Sheet 21

TITLE OF SHEET

CAL P.U.C. SHEET NO.

Rules (Cont'd)

Rule 29	EV Infrastructure	
 52833, 52834, 52835 , 52200, 52201, 52202, 52203, 52204, 52205, 52206,	(T)
 52207, 52208, 52836 , 52210, 52211, 52212, 52213, 52214, 52837 , 52216,	I
 52217, 52218, 52838-E	(T)

Maps, Contracts and Deviations

SERVICE AREA MAPS

Electric Service Area Map.....	34575-E
--------------------------------	---------

LIST OF CONTRACTS AND DEVIATIONS

.....	13819, 13794, 37604, 37465, 12000, 12001, 13672, 12003, 19350, 11435,
.....	43408, 20977, 29590, 12006, 21635, 21636, 29591, 34524, 11191, 12010,
.....	46207, 11194, 11195, 12969, 31155, 12012, 29592, 33251, 29670, 31469,
.....	12955, 19353, 12018, 12019, 12020, 12021, 12022, 12023, 30666, 17259,
.....	12026, 13092, 11211, 12027, 12028, 16703, 12030, 12031, 14035, 29593,
.....	12032, 23621, 11219, 12034, 20831, 12036, 11223, 11986, 11987, 46204
.....	16898, 11227-E

(Continued)

Advice 6424-E-A
March 22, 2022

Attachment 2
Redline Tariff Revisions



ELECTRIC RULE 29
EV INFRASTRUCTURE

Sheet 1

A. **APPLICABILITY:** This rule is applicable to the design and deployment of Electrical Distribution Infrastructure (“EV Service Extensions”) that extends from PG&E’s Distribution Line facilities to the Service Delivery Point on the utility side of the Customer’s meter for all customers installing separately metered infrastructure to support Charging Stations, other than those in single-family residences. To be eligible for this rule, Applicant must purchase and install qualified Charging Stations in the quantity approved by PG&E in PG&E’s sole discretion. Charging Stations will be considered qualified if they meet the safety requirements of the Transportation Electrification Safety Checklist related to utility-side infrastructure adopted via California Public Utilities Commission Decision (D.)18-05-040. ~~Applicant must agree to maintain and operate the Charging Stations associated with this rule for a period of five years. As a default, participants will be enrolled in PG&E’s Business EV rate unless the rate becomes closed or another rate is determined to be more appropriate. However, applicants may choose to change to another Time-Of-Use rate.~~

1. **ACTIVATION OF CHARGING STATIONS:** The Applicant must activate the agreed upon quantity of Charging Stations within 30 business days after service point energization or on a timeline mutually agreed upon by the Utility and the Applicant, not to exceed 180 business days. The Applicant must notify PG&E when the EV Charging Stations are operational.

2. **MAINTENANCE:** Applicant must agree to maintain and operate the Charging Stations associated with this rule for a period of five years. Applicant must remedy any Charging Station maintenance issue within 90 days. Failure to comply with these terms may, at PG&E’s discretion, result in discontinuation of service. In the event of discontinuation of service, Applicant shall reimburse PG&E’s costs. If any Charging Stations are not in working condition for one year Applicant shall reimburse to PG&E all PG&E’s costs incurred under this Rule.

3. **RATES:** As a default, participants will be enrolled in PG&E’s Business EV rate unless the rate becomes closed or another rate is determined to be more appropriate. However, applicants may choose to change to another Time-Of-Use rate.

4.4. **INCIDENTAL LOAD:** An exception to the requirement that eligible meters are to be dedicated exclusively to EV charging is that appliances and apparatus that solely serve the overall EV infrastructure of the site and no other use may be included as load on the BEV-dedicated meter. The eligible incidental load must not exceed 600 watts/277 volts and be limited to devices directly needed solely to support the EV infrastructure and charging uses of the site itself. The added load included on the EV meter must not include load from

(Continued)



ELECTRIC RULE 29
EV INFRASTRUCTURE

Sheet 1

any non-EV charging infrastructure facilities, appliances or apparatus.

5. **PROOF OF COMMITMENT:** Applicant must show a proof of commitment to purchase their Charging Stations in order to proceed with a project under this Rule. A proof of commitment is any documentation of clear intent to procure and deploy the Charging Stations, such as a budget approval, grant agreement, request for proposal results, governance-body mandated procurement and deployment, or actual purchase order provided by a seller.

6. **EXISTING PROGRAMS:** Electric Vehicle Supply Equipment installed through PG&E's Electric Vehicle Charge Network, Electric Vehicle Fleet, Electric Vehicle Fast Charge, Empower Electric Vehicle, Electric Vehicle Charge Schools, or Electric Vehicle Charge Parks are not applicable under this Rule.

2-7. **INTERACTION WITH RULE 15:** This Rule is not applicable to Distribution Line Extensions. Distribution Line Extensions required by Applicant to receive service under this Rule shall be installed pursuant to and in accordance with Rule 15, Distribution Line Extensions. This Rule does not establish a cust/omer allowance for Distribution Line Extensions and does not determine whether the Applicant is eligible for an allowance under Rule 15. If an Applicant requires Rule 15 work to receive service under this Rule, then a Rule 15 allowance shall be calculated for the Applicant pursuant to the requirements set forth in Rule 15.

3-8. **TARIFF MODIFICATIONS:** The California Public Utilities Commission may make modifications to this Rule that would go into effect as early as 2027, upon completion of PG&E's 2023 General Rate Case cycle.

(Continued)



**ELECTRIC RULE 29
EV INFRASTRUCTURE**

Sheet 13

E. RESPONSIBILITIES FOR NEW EV SERVICE EXTENSIONS (Cont'd.).

1. APPLICANT RESPONSIBILITY (Cont'd.).

c. REQUIRED SERVICE EQUIPMENT (Cont'd.).

Such facilities shall also include but are not limited to the overhead or underground termination equipment, conduits located under or within structures, service entrance conductors from the Service Delivery Point to the location of PG&E's metering facilities, connectors, meter sockets, meter and instrument transformer housing, service switches, circuit breakers, fuses, relays, wireways, metered conductors, machinery and apparatus of any kind or character. This also includes all facilities required to provide Electric Vehicle charging services at the site, including but not limited to Electric Vehicle Supply Equipment. The capacity of the Customer-Side electrical panel ~~Electric Vehicle infrastructure, as defined in kilowatts,~~ will be used in the design of the capacity of the Utility-Side EV Service Extension. Detailed information on PG&E's service equipment requirements will be furnished by PG&E.

d. COORDINATION OF ELECTRICAL PROTECTIVE DEVICES. When, as determined by PG&E, Applicant's load is of sufficient size as to require coordination of response time characteristics between Applicant's electrical protective devices (circuit breakers, fuses, relays, etc.) and those of PG&E, it shall be Applicant's responsibility to provide such coordination in accordance with Rule 2.

e. LIABILITY. PG&E shall incur no liability whatsoever, for any damage, loss or injury occasioned by:

- 1) Applicant-owned equipment or Applicant's transmission and delivery of energy; or,
- 2) The negligence, omission of proper protective devices, want of proper care, or wrongful act of Applicant, or any agents, employees, or licensees of Applicant, on the part of Applicant in installing, maintaining, using, operating, or interfering with any such conductors, lines, machinery, or apparatus.

(Continued)



ELECTRIC RULE 29
EV INFRASTRUCTURE

Sheet 19

F. ALLOWANCES AND PAYMENTS BY APPLICANT

1. PAYMENTS. Applicant is responsible to pay PG&E the following non-refundable costs as applicable under this rule and in advance of PG&E commencing its work:

- a. EXCESS SERVICE. The costs of the EV Service Extension that are the result of the length of the requested EV Service Extension differing from the shortest or most practical and available routeservice being in excess of 300 feet. This cost responsibility applies in situations where an Electrical Distribution Infrastructure Service Extension longer than 300 feet is required or is requested by the Applicant.
- b. TAX. Any payments or contribution of facilities by Applicant are taxable Contributions in Aid of Construction (CIAC) and shall include an Income Tax Component of Contribution (ITCC) for state and federal tax at the rate provided in PG&E's Preliminary Statement.
- c. OTHER. PG&E's total estimated installed cost for any work it performs that is Applicant's responsibility or performs for the convenience of Applicant.

2. REFUNDS. No refunds apply to the installation of EV Service Extension Facilities under this Rule.

G. EXISTING EV SERVICE FACILITIES

1. EV SERVICE REINFORCEMENT

- a. PG&E-OWNED. When PG&E determines that its existing Service Facilities require replacement, the existing Service Facilities shall be replaced as a new EV Service Extension under the provisions of this rule.
- b. APPLICANT-OWNED. When PG&E determines that existing Applicant owned service facilities (installed under a prior rule) require replacement, such replacement or reinforcement shall be accomplished under the provisions for a new EV Service Extension installation, except that if PG&E determines that any portion of Applicant's existing service extension facilities can be utilized by PG&E, Applicant will convey any such usable part to PG&E and an appropriate credit by PG&E may be allowed to Applicant.

Applicant will replace or reinforce that portion of the Service Extension which Applicant will continue to own, under the provisions of this rule for new services.

(Continued)



**ELECTRIC RULE 29
EV INFRASTRUCTURE**

Sheet 23

I. DEFINITIONS FOR RULE 29 (Cont'd.).

(L)

EXCAVATION: All necessary trenching, backfilling, and other digging as required to install EV Service Extensions including furnishing of any imported backfill material, concrete encasement to protect conduit, and disposal of spoil, as required, surface repair and replacement, landscape repair and replacement.

FRANCHISE AREA: Public streets, roads, highways, and other public ways and places where PG&E has a legal right to occupy under franchise agreements with governmental bodies having jurisdiction.

ISSUE MITIGATION: A process of addressing impacts to the environment caused by human action – notably those resulting from infrastructure projects. Negative environmental impacts should be avoided, for instance by re-siting the project to a more suitable location. If relocation is not feasible, reasonable, cost-efficient science-based measures should be deployed to minimize harm.

PREMISES: All of the real property and apparatus employed in a single enterprise on an integral parcel of land undivided, excepting in the case of industrial, agricultural, oil field, resort enterprises, and public or quasi-public institutions, by a dedicated street, highway or public thoroughfare or a railway. Automobile parking lots constituting a part of and adjacent to a single enterprise may be separated by an alley from the remainder of the Premises served.

PROTECTIVE STRUCTURES: Fences, retaining walls (in lieu of grading), sound barriers, posts, barricades and other structures as required by PG&E.

SERVICE DELIVERY POINT: Where PG&E's Service Facilities are connected to either Applicant's conductors or other service termination facility designated and approved by PG&E.

EV SERVICE EXTENSIONS: The overhead and underground primary or secondary facilities extending from the point of connection at the Distribution Line to the Service Delivery Point. When an underground Service Extension is supplied from a PG&E-designated overhead pole, the beginning point of connection to PG&E's Distribution Line shall be where the EV Service Extension is connected to PG&E's overhead Distribution Line conductors.

(L)

SUBSTRUCTURES: The surface and subsurface structures which are necessary to contain or support PG&E's electric facilities. This includes, but is not limited to, splice boxes, pull boxes, equipment vaults and enclosures, foundations or pads for surface-mounted equipment.

**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.
Braun Blasing Smith Wynne, P.C.
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
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
Engineers and Scientists of California

GenOn Energy, Inc.
Goodin, MacBride, Squeri, Schlotz &
Ritchie
Green Power Institute
Hanna & Morton
ICF
International Power Technology

Intertie

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
McClintock IP
McKenzie & Associates

Modesto Irrigation District
NLine Energy, Inc.
NRG Solar

OnGrid Solar
Pacific Gas and Electric Company
Peninsula Clean Energy

Pioneer Community Energy

Public Advocates Office

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
Uplight
Water and Energy Consulting Wellhead
Electric Company
Western Manufactured Housing
Communities Association (WMA)
Yep Energy