

## 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.

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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.

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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

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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.

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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,

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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.

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Please contact Michael Truax of Energy Division at [Michael.truax@cpuc.ca.gov](mailto: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](mailto:AMHP@pge.com);

[EDTariffUnit@cpuc.ca.gov](mailto:EDTariffUnit@cpuc.ca.gov);

[Paula.Gruending@cpuc.ca.gov](mailto:Paula.Gruending@cpuc.ca.gov);

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[Matthew.deal@chargepoint.com](mailto:Matthew.deal@chargepoint.com);

[etorres@turn.org](mailto:etorres@turn.org);

December 6, 2021

**Advice 6424-E**  
(Pacific Gas and Electric Company ID U 39 E)

Public Utilities Commission of the State of California

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

**Purpose**

Pursuant to Ordering Paragraph 4 of Resolution E-5167 (“Resolution”), Pacific Gas and Electric Company (“PG&E” or “the Utility”) hereby submits its proposal via Tier 2 Advice Letter to address certain implementation details for Electric Rule 29, *EV Infrastructure Rule*.

**Tariff Revisions**

Attachment 1 contains revisions to PG&E Electric Rule 29, *EV Infrastructure Rule*, relating to the below requirements in Ordering Paragraph 4. For your convenience, redline versions of the tariff revisions are included as Attachment 2 shown in blue text.

1. Clarifying language as to how applicants may provide proof of commitment to purchase and install EVSE under Rule 29, including all the eligible documents an applicant may use (Section A.2).
2. Clarifying language that Rule 29 covers the buildout of additional capacity beyond the capacity needed to support the Charging Stations installed at the time of taking service under the Rule (Section E.2.a).
3. Definition of Issue Mitigation (Section I).

Ordering Paragraph 4 of the Resolution directs PG&E, as part of this Tier 2 Advice Letter, to update Rule 29 to reflect the specific safety qualifications that it will require of Charging Stations installed in order for the equipment to be qualified under the Electric Vehicle 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. Because the safety qualifications will be limited to the Transportation Electrification Safety Checklist, no tariff revisions related to safety are included in this Advice Letter.

### **Confirmation of Customer Installation and Maintenance of Charging Stations**

The Commission directs PG&E, Southern California Edison Company (SCE), and San Diego Gas & Electric Company (SDG&E) to submit a common plan for how Utilities will confirm that Applicants taking service under Rule 29 will install and maintain the agreed upon quantity of approved Charging Stations for a minimum of five years.

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. The Utility will note the agreed upon timeline in the project contract. Applicant must send written confirmation to the Utility once the Charging Stations are installed. To confirm the Charging Stations are maintained for the life of the contract, PG&E will verify on an annual basis that the Charging Stations have any amount of usage, based on meter data.

The above expectations, including the requirement for any amount of annual usage, will be noted in the project contract. The contract will additionally require the Applicant to confirm that they are responsible for funding and executing the operation and maintenance of the Charging Stations over the life of the contract.

If the Applicant fails to comply with the above requirements, PG&E may terminate the contract and discontinue service or deenergize the EV infrastructure. In addition, PG&E may pursue reimbursement of the costs incurred in connection with deploying the utility-side EV infrastructure on a prorated basis and any costs associated with the removal of the utility-side EV infrastructure.

### **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.

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.

Similar to confirming installation of initial Charging Stations, the Applicant must provide written confirmation to PG&E once additional Charging Stations are installed. PG&E may perform periodic site visits to validate installation.

If the Applicant fails to comply with the above requirements, PG&E may terminate the contract and discontinue service or deenergize the EV infrastructure. In addition, PG&E may pursue reimbursement of the costs incurred in connection with deploying the utility-side EV infrastructure on a prorated basis and any costs associated with the removal of the utility-side EV infrastructure.

In evaluating the need to upsize utility-size EV infrastructure to accommodate the additional capacity requested by the customer, PG&E will utilize its design standards contained in PG&E's Electric Design Manual and similar documents.

### **Alignment of Future Electrification Upgrades**

The Commission directs the IOUs to 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.

PG&E, SCE, and SDG&E will continue to work closely together, including via an ongoing monthly working group call, to align EV service connection policies and processes to the greatest extent possible. Sharing lessons learned and working to adopt uniform policies and processes across the state streamlines the EV infrastructure installation process for customers, especially those who manage projects throughout the state and multiple utility service territories. Alignment across utilities creates efficiencies by sharing lessons learned and best practices, thus reducing project costs for both customers and ratepayers. Finally, the working group call provides a platform for discussion of how utility EV work can or should intersect with other clean energy policies, such as behind-the-meter batteries or solar.

As part of and in addition to the working group, PG&E has and will continue to coordinate with the other California electric utilities on the development and implementation of the new EV infrastructure rules, to help ensure alignment and consistency where appropriate. To this end, PG&E commends the Commission in its resolution for further contributing to alignment across the IOUs' EV Infrastructure Rules through modifications including adopting the same language across tariffs and requiring the Utilities to come up with a common plan for how to confirm Charging Stations are installed and maintained.

Internally, PG&E is coordinating across teams to increase awareness of the new requirements associated with Rule 29; identify opportunities where relevant processes

may be leveraged or streamlined; and better understand potential cost, load, and/or policy impacts.

Finally, PG&E will consider Rule 29 in the development of its future clean-energy program proposals and communications. Because Rule 29 is specific to non-residential, separately metered utility-side EV infrastructure, it may not be an appropriate option for all clean energy programs. However, PG&E will continue to explore opportunities for alignment and streamlining of process to help support multiple objectives and reduce costs for customers and ratepayers.

### **Automated Load Management**

The Commission directs the IOUs to outline which utility and third-party load management solutions they will offer customers taking service under their respective EV Infrastructure Rules, and how they plan to update this list over time.

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. 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.

Applicants will bear the costs of any adopted customer-side load management software or hardware.

### **Protests**

Anyone wishing to protest this submittal may do so by letter sent via U.S. mail, facsimile or E-mail, no later than December 27, 2021, which is 21 days<sup>1</sup> after the date of this submittal. Protests must be submitted to:

CPUC Energy Division  
ED Tariff Unit  
505 Van Ness Avenue, 4<sup>th</sup> Floor  
San Francisco, California 94102

Facsimile: (415) 703-2200  
E-mail: EDTariffUnit@cpuc.ca.gov

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<sup>1</sup> The 20-day protest period concludes on a weekend, therefore, PG&E is moving this date to the following business day.

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

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

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

### **Effective Date**

PG&E requests that this **Tier 2** advice submittal become effective on regular notice, January 5, 2022, which is 30 calendar days after the date of submittal

### **Notice**

In accordance with General Order 96-B, Section IV, a copy of this advice letter is being sent electronically and via U.S. mail to parties shown on the attached list and the parties on the service list for 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/

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Sidney Bob Dietz II  
Director, Regulatory Relations

Attachments

cc: Service List 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 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

Tier Designation: 2

Subject of AL: 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: 5

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 proposed<sup>1</sup>: N/A

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

<sup>1</sup>Discuss 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](mailto: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  
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](mailto:PGETariffs@pge.com)

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

<b>Cal P.U.C. Sheet No.</b>	<b>Title of Sheet</b>	<b>Cancelling Cal P.U.C. Sheet No.</b>
52229-E	ELECTRIC RULE 29 EV INFRASTRUCTURE Sheet 1	52197-E
52230-E	ELECTRIC RULE 29 EV INFRASTRUCTURE Sheet 13	52209-E
52231-E	ELECTRIC RULE 29 EV INFRASTRUCTURE Sheet 23	52219-E
52232-E	ELECTRIC TABLE OF CONTENTS Sheet 1	52220-E
52233-E	ELECTRIC TABLE OF CONTENTS Sheet 21	52223-E



**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. (P)
1. **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 any non-EV charging infrastructure facilities, appliances or apparatus. (P)
  2. **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)
  3. **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. (P)
  4. **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. (P)

(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 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. Detailed information on PG&E's service equipment requirements will be furnished by PG&E.

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(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 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.

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(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.



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(Continued)

Advice 6424-E  
Decision

Issued by  
**Robert S. Kenney**  
Vice President, Regulatory Affairs

Submitted  
Effective  
Resolution

December 6, 2021  
E-5167



**ELECTRIC TABLE OF CONTENTS**

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(Continued)

## Attachment 2

### Redline Tariff Revisions

For convenience of the reader, PG&E has included redline revisions of Electric Rule 29 in Attachment 2.

In this advice letter and accordance to CPUC General Order 96B, Section 9.5.3, PG&E has implemented the use of the “(P)” symbol to signify material subject to change under a pending advice letter. The redlines in Attachment 2 are color coded to the specific advice letter. The color coding is as follows:

Redline Text Color	Advice Letter	Subject	Comments
	6424-E	Updates to Electric Rule 29 and Electric Preliminary Statement Part IU, as per Ordering Paragraph 3 of Resolution E-5167	Pending Approval
	6423-E	Updates to Electric Rule 29, as per Ordering Paragraph 4 of Resolution E-5167	Effective, Pending Final Disposition



**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.

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

2. **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.

3. **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.

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4.4. **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.

B. GENERAL

(Continued)



**ELECTRIC RULE 29**  
**EV INFRASTRUCTURE**

Sheet 12

(N)  
(N)

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 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. 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.

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- 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 22

(N)  
(N)

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

(N)

**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.

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(N)

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