

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



**Pacific Gas & Electric Company**  
**ELC (Corp ID 39)**  
**Status of Advice Letter 6837E**  
**As of February 28, 2023**

Subject: Modification of Transportation Electrification Balancing Account (TEBA) to Add a New Subaccount for Cost Tracking of the Funding Cycle 1 (FC1) program, per OP 4 of D.22-11-040

Division Assigned: Energy

Date Filed: 01-20-2023

Date to Calendar: 01-30-2023

Authorizing Documents: D2211040

<b>Disposition:</b>	<b>Accepted</b>
<b>Effective Date:</b>	<b>02-19-2023</b>

Resolution Required: No

Resolution Number: None

Commission Meeting Date: None

CPUC Contact Information:

[edtariffunit@cpuc.ca.gov](mailto:edtariffunit@cpuc.ca.gov)

AL Certificate Contact Information:

Stuart Rubio  
(951)965-8905  
[PGETariffs@pge.com](mailto:PGETariffs@pge.com)

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



To: Energy Company Filing Advice Letter

From: Energy Division PAL Coordinator

Subject: Your Advice Letter Filing

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

The AL status certificate indicates:

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- Disposition of Filing (Accepted, Rejected, Withdrawn, etc.)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

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

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

Energy Division's Tariff Unit by e-mail to  
**[edtariffunit@cpuc.ca.gov](mailto:edtariffunit@cpuc.ca.gov)**

January 20, 2023

**Advice 6837-E**

(Pacific Gas and Electric Company ID U 39 E)

Public Utilities Commission of the State of California

**Subject: Modification of Transportation Electrification Balancing Account (TEBA) to Add a New Subaccount for Cost Tracking of the Funding Cycle 1 (FC1) program, per OP 4 of D.22-11-040**

**Purpose**

To establish a new one-way subaccount within the TEBA to track and record the costs associated with implementing the Funding Cycle (FC) 1 from 2025 to 2029.

**Background**

In December 2018, the Commission opened Rulemaking (R.) 18-12-006, seeking to establish a Transportation Electrification (TE) Framework to address a multitude of issues related to TE investments for the California investor-owned utilities (IOUs). On November 21, 2022, the Commission issued Decision (D.) 22-11-040, adopting a “long-term transportation electrification policy framework that includes a third-party administered statewide transportation electrification rebate program and directs the California electrical corporations to jointly fund the program and associated activities.”<sup>1</sup> Ordering Paragraph (OP) 4 directs the IOUs to submit a Tier 2 advice letter to establish a subaccount within their existing TE balancing accounts to track the costs associated with the FC1 program.

D.22-11-040 adopts a \$1 billion statewide budget for FC1, which extends from 2025 through 2029. PG&E and the other investor-owned utilities (IOUs) have a funding cap of \$600 million in total for the period from 2025 through 2027, which will be allocated to each IOU based on the percentage of electric sales for the IOU in 2024.<sup>2</sup> The balancing account will also track the administrative costs to launch the FC1 program, which will be incurred prior to 2025. Total FC1 rebate funding in each IOU’s service territory shall be capped based on each IOU’s funding contribution, after deducting costs for program administration, technical support and evaluations, the Locally Invested Transportation

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<sup>1</sup> D.22-11-040, p. 2

<sup>2</sup> On December 21, 2022, PG&E filed Advice Letter 6797-E, proposing that PG&E be allocated 42.3 percent of the total FC1 budget based on 2024 sales from the California Energy Commission’s (CEC) 2021 Integrated Energy Policy Report (IEPR) sales forecast.

Equity (LITE) pilot program, Technical Assistance (TA) programs, and marketing, education, and outreach (*i.e.*, ME&O) programs. For the first three-years, program administration costs, will be capped at eight percent of the utilized portion of the approved FC1 program budget; TA program costs will be capped at six percent of the utilized portion of the approved FC1 program budget; ME&O program costs will be capped at six percent of the utilized portion of the approved FC1 program budget; IOU-managed program evaluation will be capped at \$3 million; and LITE pilot program costs will be capped at \$25 million.<sup>3</sup> Additionally, there is a cap of \$21 million cap (\$3 million annually) on the Energy Division managed technical support and evaluation budget which is not included in the total \$1 billion FC1 budget.<sup>4</sup>

### **Tariff Revisions**

PG&E proposes to modify its electric tariffs as follows:

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

PG&E proposes to establish the new one-way Transportation Electrification Subaccount within the TEBA to record PG&E's allocation of the costs of the third-party administered statewide transportation electrification infrastructure rebate program approved in D.22-11-040. Specifically, the Transportation Electrification Subaccount will track the difference between PG&E's allocation of adopted expenses and actual expenses related to the program.

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

PG&E proposes to modify the DRAM to include PG&E's allocation of the adopted revenue requirement associated with the statewide transportation electrification rebate program.

Refer to attachments 1 and 2 for clean and redline copies of the preliminary statements.

### **Protests**

Anyone wishing to protest this submittal may do so by letter sent electronically via E-mail, no later than February 9, 2023, which is 20 days after the date of this submittal. Protests must be submitted to:

CPUC Energy Division  
ED Tariff Unit  
E-mail: EDTariffUnit@cpuc.ca.gov

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<sup>3</sup> D.22-11-040, OP 4.

<sup>4</sup> Ibid.

The protest shall also be electronically sent to PG&E via E-mail at the address shown below on the same date it is electronically delivered to the Commission:

Sidney Bob Dietz II  
Director, Regulatory Relations  
c/o Megan Lawson  
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 and 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, February 19, 2023, 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 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

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



# ADVICE LETTER SUMMARY

## ENERGY UTILITY



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

Company name/CPUC Utility No.: Pacific Gas and Electric Company (U 39 E)

Utility type:

- ELC       GAS       WATER  
 PLC       HEAT

Contact Person: Stuart Rubio

Phone #: (951)965-8905

E-mail: PGETariffs@pge.com

E-mail Disposition Notice to: stuart.rubio@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) #: 6837-E

Tier Designation: 2

Subject of AL: Modification of Transportation Electrification Balancing Account (TEBA) to Add a New Subaccount for Cost Tracking of the Funding Cycle 1 (FC1) program, per OP 4 of D.22-11-040

Keywords (choose from CPUC listing): Compliance, Tariffs, Transportation Electrification.

AL Type:  Monthly  Quarterly  Annual  One-Time  Other:

If AL submitted in compliance with a Commission order, indicate relevant Decision/Resolution #: D.22-11-040

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: N/A

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: 2/19/23

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

California Public Utilities Commission  
Energy Division Tariff Unit Email:  
[EDTariffUnit@cpuc.ca.gov](mailto:EDTariffUnit@cpuc.ca.gov)

Contact Name: Sidnev Bob Dietz II. c/o Megan Lawson  
Title: Director, Regulatory Relations  
Utility/Entity Name: Pacific Gas and Electric Company  
  
Telephone (xxx) xxx-xxxx: (415)973-2093  
Facsimile (xxx) xxx-xxxx:  
Email: PGETariffs@pge.com

Contact Name:  
Title:  
Utility/Entity Name:  
  
Telephone (xxx) xxx-xxxx:  
Facsimile (xxx) xxx-xxxx:  
Email:

CPUC  
Energy Division Tariff Unit  
505 Van Ness Avenue  
San Francisco, CA 94102

Clear Form

Cal P.U.C. Sheet No.	Title of Sheet	Cancelling Cal P.U.C. Sheet No.
55138-E	ELECTRIC PRELIMINARY STATEMENT PART CZ DISTRIBUTION REVENUE ADJUSTMENT MECHANISM Sheet 4	54795-E
55139-E	ELECTRIC PRELIMINARY STATEMENT PART HH TRANSPORTATION ELECTRIFICATION BALANCING ACCOUNT Sheet 1	53594-E
55140-E	ELECTRIC PRELIMINARY STATEMENT PART HH TRANSPORTATION ELECTRIFICATION BALANCING ACCOUNT Sheet 2	54056-E
55141-E	ELECTRIC PRELIMINARY STATEMENT PART HH TRANSPORTATION ELECTRIFICATION BALANCING ACCOUNT Sheet 13	54058-E
55142-E	ELECTRIC PRELIMINARY STATEMENT PART HH TRANSPORTATION ELECTRIFICATION BALANCING ACCOUNT Sheet 14	
55143-E	ELECTRIC TABLE OF CONTENTS Sheet 1	55042-E
55144-E	ELECTRIC TABLE OF CONTENTS Sheet 13	54807-E
55145-E	ELECTRIC TABLE OF CONTENTS Sheet 17	55125-E



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

Sheet 4

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

5. ACCOUNTING PROCEDURES: (Cont'd.)

y. A debit entry equal to the billed revenue for Schedule LS-1 decorative street light conversion to LED lights.

z. A debit entry to record one-twelfth of the authorized annual revenue requirement, for the Transportation Electrification Balancing Account subaccounts associated with (1) the Charge Smart and Save Program, authorized in Decision (D.)16-12-065, (2) four Priority Review Projects and one evaluation expense subaccount, authorized in D.18-01-024, (3) the Direct Current Fast Charger (Fast Charge) Make-Ready Program, the Medium and Heavy-Duty Vehicle Charging (Fleet Ready) Program, and Program Evaluation expenditures approved in D.18-05-040, (4) the Empower Electric Vehicle Charger Incentive and Education Program, authorized in D.19-09-006, (5) the EV Charge Parks and EV Charge Schools Pilot Programs, authorized in D.19-11-01, (6) the three vehicle-grid integration pilots authorized in Resolution E-5192, and (7) PG&E's portion of the third-party administered statewide transportation electrification infrastructure rebate program approved in D.22-11-040.

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

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

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

dd. A debit entry equal to the costs to charge the battery associated with the Llagas Energy Storage Project.

ee. A credit entry equal to the CAISO market revenues received, net of any related charges, for the Llagas Energy Storage Project.

ff. A debit entry to record one-twelfth (or amortization period approved) of the adopted Critical Peak Pricing related revenue requirement for the implementation of the new event hours, inclusive of RF&U, over the period from when the adopted revenue requirement begins and the completion of the schedule of activities. A corresponding entry is included in DREBA, which excludes an allowance for RF&U.

gg. A debit entry to record the delivery component of the customer bill savings from the Valley Clean Energy (VCE) Dynamic Rate Pilot.

hh. A debit entry to record one-twelfth of the authorized annual revenue requirement, inclusive of RF&U, for the Microgrids Balancing Account subaccounts associated with (1) the Make-Ready subaccount and (2) the Utility-Owned Generation subaccount. Corresponding entries are included in MGBA, which excludes an allowance for RF&U.



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

Sheet 1

HH. Transportation Electrification Balancing Account (TEBA)

1. **PURPOSE:** The purpose of the Transportation Electrification Balancing Account (TEBA) is to track the difference between the actual revenue requirements incurred and the forecast revenue requirements by establishing subaccounts for (1) the Charge Smart and Save Program, authorized in Decision (D.)16-12-065, (2) four Priority Review Projects and one evaluation expense subaccount, authorized in D.18-01-024, (3) the Direct Current Fast Charger (Fast Charge) Make-Ready Program, the Medium and Heavy Duty Vehicle Charging (Fleet Ready) Program, and Program Evaluation expenditures approved in D.18-05-040, (4) vehicle-grid integration pilots approved by Resolution E-5192, and (5) PG&E's portion of the third-party administered statewide transportation electrification infrastructure rebate program approved in D.22-11-040.

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

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

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

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

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

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

(Continued)

Advice	6837-E	Issued by	Submitted	January 20, 2023
Decision	D.22-11-040	<b>Meredith Allen</b>	Effective	February 19, 2023
		Vice President, Regulatory Affairs	Resolution	



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

Sheet 2

1. PURPOSE (Cont'd): D. 19-11-017, Decision on the Transportation Electrification Pilots for Schools and Parks Pursuant to Assembly Bills 1082 and 1083 authorized PG&E to establish two new subaccounts in the TEBA to track the difference between the actual revenue requirements incurred and the forecast revenue requirements for EV Charge Parks and EV Charge Schools. Pursuant to Decision D. 19-11-017, PG&E is authorized to recover revenue requirements associated with up to \$5.54 million and \$5.76 million in capital and expense for the EV Charge Parks and EV Charge Schools Pilot Programs, respectively. In addition, the Commission directed PG&E to contribute an amount equal to four percent of the total approved pilot budgets to support evaluation efforts.

Resolution E-5192 adopted a total budget of \$11.7 million for three vehicle-grid integration pilots and authorized PG&E to establish a new one-way subaccount in the TEBA to track and record the difference between actual costs of the pilots and the adopted costs.

D.22-08-024, Decision Adopting Plug-In Electric Vehicle Submetering Protocol and Electric Vehicle Supply Equipment Communication Protocols, authorized PG&E to establish a memorandum account to track and record the incremental costs associated with implementing the submetering protocol adopted by D.22-08-024 and required that any costs recorded to the new memorandum account be reviewed for reasonableness and cost recovery in a future general rate case.

D.22-11-040, Decision on Transportation Electrification Policy and Investment, adopts a \$1 billion statewide budget for Funding Cycle 1 (FC1), which extends from 2025 through 2029. PG&E and the other investor-owned utilities (IOUs) have a funding cap of \$600 million in total for the period from 2025 through 2027, which will be allocated to each Investor Owned Utility (IOU) based on the percentage of electric sales for the IOU in 2024. For the first three-years, program administration costs, will be capped at eight percent of the utilized portion of the approved FC1 program budget; Technical Assistance (TA) program costs will be capped at six percent of the utilized portion of the approved FC1 program budget; ME&O program costs will be capped at six percent of the utilized portion of the approved FC1 program budget; IOU-managed program evaluation will be capped at \$3 million; and LITE pilot program costs will be capped at \$25 million. Additionally, there is a cap of \$21 million cap (\$3 million annually) on the Energy Division managed technical support and evaluation budget which is not included in the total \$1 billion FC1 budget.

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

(Continued)

<i>Advice</i>	6837-E	<i>Issued by</i>	<i>Submitted</i>	January 20, 2023
<i>Decision</i>	D.22-11-040	<b>Meredith Allen</b>	<i>Effective</i>	February 19, 2023
		<i>Vice President, Regulatory Affairs</i>	<i>Resolution</i>	



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

Sheet 13

19. Electric Vehicle Submetering Memorandum Subaccount

**PURPOSE:** The purpose of the Electric Vehicle Submetering Memorandum Subaccount is to track and record the incremental costs associated with implementing the Plug-In Electric Vehicle Submetering Protocol approved by D.22-08-024, including administrative, project management, Marketing, Education and Outreach (ME&O), and software development costs of modifying PG&E's billing system and customer tools to integrate the submetering protocol. Disposition of the balance in the account will be determined by a future GRC decision or as otherwise authorized by the Commission.

**ACCOUNTING PROCEDURE:** The following entries shall be made:

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

20. Transportation Electrification Subaccount

**PURPOSE:** The purpose of the one-way Transportation Electrification Subaccount is to track and record the difference between the revenue requirement based on actual expenses and the revenue requirement based on adopted amounts related to the statewide Transportation Electrification rebate program adopted by D.22-11-040. PG&E and the other investor-owned utilities (IOUs) have a funding cap of \$600 million in total statewide for the period from 2025 through 2027, which will be allocated to each IOU based on the percentage of electric sales for the IOU in 2024. The Transportation Electrification Subaccount also tracks administrative costs incurred prior to the FC1 launch and PG&E's portion of the Energy Division-managed technical support and evaluation costs, which is capped at \$21 million statewide for the period from 2023 through 2029, or \$3 million annually statewide.

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

- a. A credit entry equal to the monthly portion of the adopted revenue requirement, net of RF&U. A corresponding debit entry is defined in PG&E's electric DRAM Preliminary Statement Part CZ;
- b. A debit entry equal to actual expenses incurred, including Technical Assistance, IOU-managed program evaluation, and PG&E's portion of third party administered program administration, ME&O, and LITE pilot program costs;
- c. A debit entry equal to PG&E's allocation of actual expenses incurred for the Energy Division-managed technical support and evaluation costs;

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(Continued)

<i>Advice</i>	6837-E	<i>Issued by</i>	<i>Submitted</i>	January 20, 2023
<i>Decision</i>	D.22-11-040	<b>Meredith Allen</b>	<i>Effective</i>	February 19, 2023
		<i>Vice President, Regulatory Affairs</i>	<i>Resolution</i>	



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

Sheet 14

20. Transportation Electrification Subaccount (Cont'd.)

(N)

ACCOUNTING PROCEDURE: (Cont'd.)

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

(N)

(Continued)

*Advice* 6837-E  
*Decision* D.22-11-040

*Issued by*  
**Meredith Allen**  
*Vice President, Regulatory Affairs*

*Submitted* January 20, 2023  
*Effective* February 19, 2023  
*Resolution*







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Part HU	San Joaquin Valley Disadvantaged Communities Pilot Balancing Account.....	44053-E
Part HX	Wildfire Plan Memorandum Account (WPMA) .....	44450-E

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(Continued)

## **Attachment 2**

Redline Tariff Revisions



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

Sheet 4

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

5. ACCOUNTING PROCEDURES: (Cont'd.)

- y. A debit entry equal to the billed revenue for Schedule LS-1 decorative street light conversion to LED lights.
- z. A debit entry to record one-twelfth of the authorized annual revenue requirement, for the Transportation Electrification Balancing Account subaccounts associated with (1) the Charge Smart and Save Program, authorized in Decision (D.)16-12-065, (2) four Priority Review Projects and one evaluation expense subaccount, authorized in D.18-01-024, (3) the Direct Current Fast Charger (Fast Charge) Make-Ready Program, the Medium and Heavy-Duty Vehicle Charging (Fleet Ready) Program, and Program Evaluation expenditures approved in D.18-05-040, (4) the Empower Electric Vehicle Charger Incentive and Education Program, authorized in D.19-09-006, (5) the EV Charge Parks and EV Charge Schools Pilot Programs, authorized in D.19-11-01, ~~and~~ (6) the three vehicle-grid integration pilots authorized in Resolution E-5192, and (7) PG&E's portion of the third-party administered statewide transportation electrification infrastructure rebate program approved in D.22-11-040.
- aa. A debit entry to record PG&E's prorata portion of the authorized Essential Usage Study (EUS) related revenue requirements, exclusive of the Enhanced Web Tool portion and inclusive of RF&U, over the period from when the revenue requirements begins and the completion of the schedule of activities. A corresponding entry is included in the EUSEBA, which excludes an allowance for RF&U.
- bb. A debit entry to record PG&E's prorata portion of the authorized Enhanced Web Tool portion of the EUS related revenue requirements, inclusive of RF&U, over the period from when the revenue requirements begins and the completion of the schedule of activities. A corresponding entry is included in the EUSEBA, which excludes an allowance for RF&U.
- cc. A debit entry equal to one-twelfth (or amortization period approved) of the electric distribution portion of the interim rate relief as authorized by the CPUC in D.19-04-039, D.20-10-026, or future interim rate relief Decisions as authorized by the Commission.
- dd. A debit entry equal to the costs to charge the battery associated with the Llagas Energy Storage Project.
- ee. A credit entry equal to the CAISO market revenues received, net of any related charges, for the Llagas Energy Storage Project.
- ff. A debit entry to record one-twelfth (or amortization period approved) of the adopted Critical Peak Pricing related revenue requirement for the implementation of the new event hours, inclusive of RF&U, over the period from when the adopted revenue requirement begins and the completion of the schedule of activities. A corresponding entry is included in DREBA, which excludes an allowance for RF&U.
- gg. A debit entry to record the delivery component of the customer bill savings from the Valley Clean Energy (VCE) Dynamic Rate Pilot.
- hh. A debit entry to record one-twelfth of the authorized annual revenue requirement, inclusive of RF&U, for the Microgrids Balancing Account subaccounts associated with (1) the Make-Ready subaccount and (2) the Utility-Owned Generation subaccount. Corresponding entries are included in MGBA, which excludes an allowance for RF&U.

(N)  
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(N)



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

Sheet 1

**HH. Transportation Electrification Balancing Account (TEBA)**

- 1. **PURPOSE:** The purpose of the Transportation Electrification Balancing Account (TEBA) is to track the difference between the actual revenue requirements incurred and the forecast revenue requirements by establishing subaccounts for (1) the Charge Smart and Save Program, authorized in Decision (D.)16-12-065, (2) four Priority Review Projects and one evaluation expense subaccount, authorized in D.18-01-024, (3) the Direct Current Fast Charger (Fast Charge) Make-Ready Program, the Medium and Heavy Duty Vehicle Charging (Fleet Ready) Program, and Program Evaluation expenditures approved in D.18-05-040, ~~and~~ (4) vehicle-grid integration pilots approved by Resolution E-5192, ~~and~~ (5) PG&E's portion of the third-party administered statewide transportation electrification infrastructure rebate program approved in D.22-11-040. (T)

D.16-12-065 authorized a cap of up to \$130.0 million in capital, O&M, expense, rebate and education and outreach costs for the Charge Smart and Save Program. Of the \$130.0 million, there is a \$10.0 million cap authorized for Education and Outreach proposal costs. D.18-01-024 authorized the following for the Priority Review Projects : (1) Medium Duty/Heavy Duty (MD/HD) Fleet Customer Demonstration Project with a total capital expenditure and expense cap of \$3.355 million, (2) School Bus Renewables Integration Project with a total capital expenditure and expense cap of \$2.2095 million, (3) Idle Reduction Technology Demonstration Project with a capital expenditure and expense cap of \$1.7194 million, (4) Home Charger Information Resource Project with an expense cap of \$500,000, and (5) Evaluation expense subaccount with an expense cap of \$311,356. D.18-05-040 authorized the following for the Standard Review Projects: (1) Fast Charge Program with a total capital expenditure and expense cap of \$22.394 million, (2) Fleet Ready Program with a total capital expenditure and expense cap of \$236.325 million, and (3) Evaluation expense subaccount with an expense cap of \$10.349 million.

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

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

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

(Continued)

Advice Decision	6630-E	Issued by <b>Meredith Allen</b> Vice President, Regulatory Affairs	Submitted Effective Resolution	June 28, 2022 May 5, 2022 E-5192
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**ELECTRIC PRELIMINARY STATEMENT PART HH**  
**TRANSPORTATION ELECTRIFICATION BALANCING ACCOUNT**

1. PURPOSE (Cont'd): D. 19-11-017, Decision on the Transportation Electrification Pilots for Schools and Parks Pursuant to Assembly Bills 1082 and 1083 authorized PG&E to establish two new subaccounts in the TEBA to track the difference between the actual revenue requirements incurred and the forecast revenue requirements for EV Charge Parks and EV Charge Schools. Pursuant to Decision D. 19-11-017, PG&E is authorized to recover revenue requirements associated with up to \$5.54 million and \$5.76 million in capital and expense for the EV Charge Parks and EV Charge Schools Pilot Programs, respectively. In addition, the Commission directed PG&E to contribute an amount equal to four percent of the total approved pilot budgets to support evaluation efforts.

Resolution E-5192 adopted a total budget of \$11.7 million for three vehicle-grid integration pilots and authorized PG&E to establish a new one-way subaccount in the TEBA to track and record the difference between actual costs of the pilots and the adopted costs.

D.22-08-024, Decision Adopting Plug-In Electric Vehicle Submetering Protocol and Electric Vehicle Supply Equipment Communication Protocols, authorized PG&E to establish a memorandum account to track and record the incremental costs associated with implementing the submetering protocol adopted by D.22-08-024 and required that any costs recorded to the new memorandum account be reviewed for reasonableness and cost recovery in a future general rate case.

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(N)

D.22-11-040, Decision on Transportation Electrification Policy and Investment, adopts a \$1 billion statewide budget for Funding Cycle 1 (FC1), which extends from 2025 through 2029. PG&E and the other investor-owned utilities (IOUs) have a funding cap of \$600 million in total for the period from 2025 through 2027, which will be allocated to each Investor Owned Utility (IOU) based on the percentage of electric sales for the IOU in 2024. For the first three years, program administration costs, will be capped at eight percent of the utilized portion of the approved FC1 program budget; Technical Assistance (TA) program costs will be capped at six percent of the utilized portion of the approved FC1 program budget; ME&O program costs will be capped at six percent of the utilized portion of the approved FC1 program budget; IOU-managed program evaluation will be capped at \$3 million; and LITE pilot program costs will be capped at \$25 million. Additionally, there is a cap of \$21 million cap (\$3 million annually) on the Energy Division managed technical support and evaluation budget which is not included in the total \$1 billion FC1 budget.

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

(Continued)

Advice	6697-E	Issued by	Submitted	September 6, 2022
Decision	22-08-024	<b>Meredith Allen</b>	Effective	September 6, 2022
		Vice President, Regulatory Affairs	Resolution	



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

19. Electric Vehicle Submetering Memorandum Subaccount

(N)

PURPOSE: The purpose of the Electric Vehicle Submetering Memorandum Subaccount is to track and record the incremental costs associated with implementing the Plug-In Electric Vehicle Submetering Protocol approved by D.22-08-024, including administrative, project management, Marketing, Education and Outreach (ME&O), and software development costs of modifying PG&E's billing system and customer tools to integrate the submetering protocol. Disposition of the balance in the account will be determined by a future GRC decision or as otherwise authorized by the Commission.

ACCOUNTING PROCEDURE: The following entries shall be made:

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

(N)

20. Transportation Electrification Subaccount

PURPOSE: The purpose of the one-way Transportation Electrification Subaccount is to track and record the difference between the revenue requirement based on actual expenses and the revenue requirement based on adopted amounts related to the statewide Transportation Electrification rebate program adopted by D.22-11-040. PG&E and the other investor-owned utilities (IOUs) have a funding cap of \$600 million in total statewide for the period from 2025 through 2027, which will be allocated to each IOU based on the percentage of electric sales for the IOU in 2024. The Transportation Electrification Subaccount also tracks administrative costs incurred prior to the FC1 launch and PG&E's portion of the Energy Division-managed technical support and evaluation costs, which is capped at \$21 million statewide for the period from 2023 through 2029, or \$3 million annually statewide.

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

- a. A credit entry equal to the monthly portion of the adopted revenue requirement, net of RF&U. A corresponding debit entry is defined in PG&E's electric DRAM Preliminary Statement Part CZ;
- b. A debit entry equal to actual expenses incurred, including Technical Assistance, IOU-managed program evaluation, and PG&E's portion of third party administered program administration, ME&O, and LITE pilot program costs;
- c. A debit entry equal to PG&E's allocation of actual expenses incurred for the Energy Division-managed technical support and evaluation costs;
- d. A credit entry to transfer all or a portion of the balance to the DRAM or to any other regulatory balancing account as authorized by the Commission; and

(Continued)

Advice  
Decision 22-11-040

Issued by  
**Meredith Allen**  
Vice President, Regulatory Affairs

Submitted  
Effective  
Resolution



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

Sheet 13

e. An entry equal to interest on the average balance in the account at the beginning of the month and the balance after the above entries, at a rate equal to one-twelfth of the interest rate on three-month Commercial Paper for the previous month, as reported in the Federal Reserve Statistical Release, H.15 or its successor.

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Advice  
Decision 22-11-040

Issued by  
**Meredith Allen**  
Vice President, Regulatory Affairs

Submitted \_\_\_\_\_  
Effective \_\_\_\_\_  
Resolution \_\_\_\_\_

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

AT&T  
Albion Power Company

Alta Power Group, LLC  
Anderson & Poole

Atlas ReFuel  
BART

Barkovich & Yap, Inc.  
Braun Blaising 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  
Dish Wireless L.L.C.

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

iCommLaw  
International Power Technology  
Intertie

Intestate Gas Services, Inc.

Johnston, Kevin  
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.

Resource Innovations

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  
Stoel Rives LLP

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