

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



Pacific Gas & Electric Company
ELC (Corp ID 39)
Status of Advice Letter 6883E
As of May 20, 2024

Subject: Transportation Electrification Advisory Services PG&E's Near-Term Priority Proposal,
Pursuant to D. 21-07-028

Division Assigned: Energy

Date Filed: 03-16-2023

Date to Calendar: 03-22-2023

Authorizing Documents: D2107028

Disposition:

Signed

Effective Date:

04-18-2024

Resolution Required: Yes

Resolution Number: E-5314

Commission Meeting Date: 04-18-2024

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PUBLIC UTILITIES COMMISSION
505 Van Ness Avenue
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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- Disposition of Filing (Accepted, Rejected, Withdrawn, etc.)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

October 13, 2022

Advice 6883-E-B

(Pacific Gas and Electric Company ID U 39 E)

Public Utilities Commission of the State of California

Subject: Pacific Gas and Electric Company's Supplemental Advice Letter after CPUC – PG&E's Near-Term Priority Proposal, Pursuant to D. 21-07-028

Purpose

Pacific Gas and Electric (PG&E) hereby submits this supplemental Advice Letter to outline pre-energization services the Transportation Electrification Advisory Services (TEAS) will provide to its customers. This is the second supplemental to Advice Letter 6883-E, which was submitted pursuant to Ordering Paragraphs ("OP") 1, 2, and 4 of California Public Utilities Commission ("Commission" or "CPUC") Decision ("D.") 21-07-028, Decision Setting Near-Term Priorities (NTP) for Transportation Electrification Investments by the Electrical Corporations, issued July 21, 2021. The Advice Letter requests approval of PG&E's proposed TEAS program, which addresses the near-term priority area of medium- and heavy-duty vehicles.

Background

On March 16, 2023, PG&E submitted Advice Letter 6883-E for the TEAS Program, PG&E's NTP proposal, pursuant to D. 21-07-028, addressing the NTP area of medium and heavy-duty (MHD) vehicles. On May 31, PG&E submitted a supplemental Advice Letter 6883-E-A to provide additional information about the TEAS program including its value proposition, background research, cost workpapers and alignment with the Transportation Electrification Framework (TEF). On August 23, 2023, PG&E and the CPUC discussed potential pathways to help customers refine EV project plans prior to submitting an application to PG&E programs or Rule 16/29 and continue to support these customers throughout the energization process. This included expanding the TEAS program by providing "pre-energization" support which includes guidance related to identifying customers' distribution capacity needs. PG&E is submitting this supplemental advice letter to amend the scope of the previously proposed TEAS program and outline the pre-energization support TEAS could provide to its customers. These resources would help customers gain visibility into current and future capacity availability and help customers plan for energizing multiple sites.

Introduction

PG&E developed the TEAS program to help medium and heavy-duty (MHD) fleets accelerate vehicle electrification and address the key barriers to Transportation Electrification (TE) including the lack of customer education, lack of guidance on TE planning and absence of dedicated support throughout the TE process. PG&E proposed the TEAS program under the Near-Term Priority (NTP) decision¹. PG&E is submitting this supplemental advice letter to amend the previously proposed TEAS program to include services to advise customers about current and future capacity availability and provide guidance related to customers' energization and capacity needs. This supplemental advice letter provides an overview of the scope PG&E proposes to add and remove from the TEAS program.

PG&E anticipates a significant increase in EV load over the next two decades, accelerated by major policy drivers. This includes Governor Newsom's Executive Order setting statewide goals to phase out gasoline-powered cars and trucks in California. Following the order, the California Air Resources Board (CARB) began to develop regulations to mandate that 100 percent of in-state sales of new passenger cars and trucks are zero-emission by 2035. In addition, CARB began to develop regulations to mandate that all operations of MHD vehicles shall be 100 percent zero emission by 2045 where feasible, with the mandate going into effect by 2035 for drayage trucks.² The CARB Advanced Clean Trucks³ (ACT) and Advanced Clean Fleets⁴ (ACF) regulations will further support the acceleration of zero emission vehicles and the associated infra

This will lead to incremental, high-powered single site demand on the system that will require substantial capacity upgrades, and PG&E will need to provide service to larger EV projects on a reasonable timeframe to ensure customers can meet targets established through ACT and ACF. As indicated in modeling the CPUC commissioned in its High DER Proceeding⁵ there is a potential need of approximately \$50 billion in distribution grid investments by 2035 collectively by PG&E, SCE and SDG&E to support a high electrification future, should load not be mitigated.⁶ Fleet advisory services that provide transparency, where feasible and appropriate, into current and projected future capacity availability, can enable customers with multiple sites to efficiently direct investment. Further, utility/customer engagement on short and long-term EV planning can enable PG&E to know when and where to plan for grid upgrades, as they provide a critical touchpoint with such customers while also helping to guide them through utility processes.

¹ Decision 21-07-028

² Executive Department, State of California, [Executive Order N-79-20](#)

³ <https://ww2.arb.ca.gov/our-work/programs/advanced-clean-trucks>.

⁴ <https://ww2.arb.ca.gov/our-work/programs/advanced-clean-fleets>.

⁵ R.21-06-017.

⁶ EIS Part 1: Bottom-Up Load Forecasting and System-Level Electrification Impacts Cost Estimates ("EIS"), Kevala, May 9, 202, p ES-6.

In addition to policy drivers, utility programs and guidance are critical to accelerating customer adoption and beneficially adding transportation electrification load to the grid.

PG&E is working diligently to plan and develop for this distribution capacity infrastructure to ensure electricity is available to meet customer needs as adoption of EVs continues to grow. This includes close collaboration with state agencies, technology partners, EV charging developers, vehicle OEMs, and fleet and EV project developers to proactively prepare electric capacity in high demand areas. Throughout these proactive discussions, PG&E has identified clear challenges customers face in the project development process related to distribution capacity. Based on a clear and rapidly increasing demand from these stakeholders to provide more tailored support for all customers throughout the energization process and more transparency on available grid capacity, PG&E is proposing the following changes to its TEAS proposal:

- Expanding the scope from schools, transit agencies, small businesses and municipal fleets to include all MHD customers who are planning to electrify some or all of their vehicle fleets;⁷
- Adding a Pre-Energization Support Offering for customers seeking information on siting in advance of submitting a TE program or Rule 15/16/29 application, which will include consultation on non-wires alternative solutions for customers who face near-term capacity constraints, enabling them to maximize charging infrastructure in a constrained area.
- Modifying the budget to eliminate Grant Writing, as PG&E aims to leverage TEAS to test customer offerings that could be scaled through the TEF FC1 Technical Advisory (TEF TA) support and the TEF TA does not cover grant writing.⁸

Expanding the scope of the program to support all medium and heavy-duty EV customers and reduce equity spend from 100% of the program to 50% of the program

Prior to submitting this advice letter, CARB finalized the ACF rule. Details of the rule, including specific compliance pathways, were not available at the time of the TEAS NTP filing in March 2023. The ACF regulation classifies MHD fleets into distinct groups. Each group has incremental electrification milestones to reach, some as early as 2025. The segments of fleets that fall into the regulation requirements are broader than those included in the target scope in the original TEAS AL filing thus there is a need to expand TEAS services for the broader vehicle segments now covered by the ACF.

⁷ MDH vehicles are defined as those with a gross vehicle weight rating of 6,000 lbs or more

⁸ Decision 22-11-040

In addition, customer fleets that need capacity-related guidance are located across PG&E's territory and are not limited to priority communities defined by AB 841. Initially the TEAS program had proposed that 100 percent of TEAS customers would be in underserved communities.⁹ However, customers across PG&E's territory face capacity challenges and need solutions to help accelerate the deployment of charging infrastructure and meet the ambitious vehicle targets set by the state of California. While these resources will serve an expanded group of customers, PG&E will ensure that at least 50 percent of the program funds are spent on customers in underserved communities, as required by the NTP decision.¹⁰

Pre-Energization Support for MHD Customers

EV Customer Capacity Related Challenges

As MHD customers strive to find the needed capacity for electrifying their sites to meet state regulations, PG&E's traditional processes for evaluating and energizing sites have led to challenges related to time, cost and feasibility, such as:

- **Large new service requests are triggering resource-intensive engineering studies:** customers who manage MHD fleets across multiple sites have frequently requested multiple large new service requests to understand which sites have capacity available. These requests trigger resource-intensive engineering assessments, which can take several weeks to a few months to complete.
- **Engineering changes can lead to delays and inefficient spending:** without visibility into available capacity, customers may unknowingly apply for services or secure land and upon learning about capacity or other constraints end up adjusting their needs, causing the design process to restart. Advising on available capacity can enable customers to better align their plans with existing capacity and realistic timelines when additional (or interim) capacity can be available and can free up PG&E engineers to support more projects.
- **Multi-site customers lack a streamlined review process:** Customers looking to energize multiple sites, such as multiple distribution centres or warehouses, often have locations spread across PG&E's service territory. These customers are currently submitting each location one by one for review by PG&E to determine if there are capacity constraints as opposed to a streamlined process to review locations at a portfolio level.

⁹ PGE AL 6883-E Table 1.

¹⁰ Pg 32 Decision 21-07-028

- **Concentrated EV charging hubs face capacity constraints:** new business models, like the creation of EV charging hubs, are being developed where multiple customers with large MHD fleets can share and charge their fleets in one location. While this model reduces the upfront cost and complexity of installing charging stations for individual fleets, it also concentrates fleet charging in a specific location resulting in significant load added to the distribution system.

These challenges result in dropped applications, delayed projects and cancellations in service planning and delivery. For example, in the past 4 years between 2020 through 2023, roughly 46% of customer assessments received via PG&E's Service Planning and Design (SP&D) team are canceled and never materialize to become an energized site. The current competitive real estate environment to develop EV charging sites may be creating speculative behavior resulting in an influx of customer applications to capture readily available capacity. This puts additional pressure on SP&D resources to meet an already increasing demand in customer adoption of EV charging. Providing more transparency and consultative support up-front in the site selection process will aid in the submission of higher quality applications, resulting in less fallout after the intake/project assessment phase. By leveraging TEAS to provide customer advisement upfront, this can enable customers to build more charging, more cost effectively, and enable PG&E to free up resources to support other projects, driving more volume to help meet the State's charging and EV goals.

Existing Customer Tools/Resources- ICA/DIDF Maps and Large Load Studies

The tools and processes currently provided by PG&E include the large load study and customer facing Distributed Resource Planning (DRP) data and maps which include Integration Capacity Analysis (ICA) and Distribution Investment Deferral Framework (DIDF) maps. Neither of these tools are designed to address the EV related capacity challenges outlined above. The large load study process is often too detailed for the higher-level capacity availability overview customers need initially. ICA and DIDF maps lack information on current customer applications received, lacking more comprehensive visibility on the state of distribution grid capacity. Table 1 below provides more details on these tools.

Table 1: Summary of Existing Customer Capacity Tools

Tool	Timeline	Cost to customer	Detail
ICA/DIDF	N/A ¹¹	No cost to customer	ICA/DIDF Maps enable customers to assess circuit topology and historic or forecasted loading of circuits serving prospective sites.
Large Load Study	6-9 months	\$25,000	Requires submittal and completion of an Application for Service and payment of Engineering Advance. Study will include complete project details for Preliminary Engineering Study (PES) and Detailed Interconnection Study (DIS).

Customers are asking PG&E to be quicker and nimbler to support the competitive real estate acquisition environment and customers who must meet quickly approaching ACF regulatory timelines. Customers have expressed an interest in an intermediate solution that would provide them with high-level estimates of capacity availability and the timeline to connect to the distribution system. TEAS aims to improve this experience for EV customers.

Proposed Capacity-related TEAS Tools and Resources

It is evident from the challenges described above that some customers need assistance in the “pre-energization” phase of electrification planning, in addition to the other TEAS offerings PG&E has proposed. The lack of guidance and customer support in this stage of electrification, especially for multi-site fleets or EV charging hubs, poses a barrier for TE of MHD Fleets and leads to extra costs and wasted effort on dropped applications. To address this barrier, and help customers achieve their electrification goals, TEAS is proposing to provide tools and resources, as described below:

TEAS Advisors as Single Point of Contact

As described in Advice Letter 6883-E, the TEAS program will have dedicated resources to support customers throughout the TE process. These advisors will act as a single point of contact, gathering critical information from each customer to assess which internal PG&E resources can best support the customer’s needs. For example, a TEAS advisor will help determine eligibility for PG&E’s existing infrastructure programs, such as EV

¹¹ ICA/DIDF maps are available as self-serve, online resources.

Fleet, to ensure customers receive incentives where appropriate. These advisors will also use a standardized intake form to gather site specific information and leverage dedicated subject-matter experts to assess capacity constraints. The sections below provide a summary of these resources that are tailored to both smaller load fleets (~<2MW in load) and larger, multi-site customers (>2MW in load). In addition, Appendix A provides a high-level process flow of how these customers will be supported through this program.

Dedicated Distribution Planning Resources for Large, Multi-site Customers

The customers who own and operate multiple sites, such as multiple distribution centers or warehouses can be spread throughout the PG&E service territory. These customers' site energization involves permitting, real estate and construction, which is a complex, multi-stage process with interdependencies. In addition, customers with large loads may need support to understand basic capacity availability as they determine where and when to electrify, in advance of beginning a site-specific application and conducting a large load study. To support these customers with their electrification needs, TEAS would allocate personnel resources to support capacity assessments at a portfolio level. These personnel will review packages of multiple sites, supporting tasks such as, but not limited to, educating customers about capacity, developing processes for detailed assessment for reviewing site capacity availability, facilitating review of customer sites by engineers, communicating capacity availability and scope to customers and providing timeline estimates for capacity availability. PG&E may more broadly consider developing internal and external tools to provide situational awareness and insights on current and future electric distribution capacity constraints. The TEAS program will leverage any applicable tools as they become available to drive cost-efficiency in capacity assessments. TEAS advisors will ensure customers have a cohesive experience as well as be on point to direct customers to other applicable capacity resources, like the non-wire alternatives described below, as needed.

Service Planning and Design

TEAS will provide personnel to assist with preliminary inquiries regarding utility processes and procedures in support of installing EV charging infrastructure prior to submitting applications for service. The support would be targeted towards customers who submit smaller load requests, and/or customers interested in determining the availability of capacity at a single site, where a portfolio-wide analysis or large load study is unnecessary. This includes providing consultative services in navigating the Rule 29 process, identifying capacity constraints, and developing pre-assessments of potential sites focusing on guiding customers to select charger locations that result in the lowest cost for both the utility and the customer. This will provide valuable information early in the development process, enabling customers to confirm site selection before applying for new service, resulting in projects that are more likely to proceed into construction. As discussed with electric distribution for multi-site customers, the TEAS advisors will align customers with resources to meet their electrification needs.

Non-wires alternatives for capacity-constrained customers

There may be situations where there is limited capacity immediately available to electrify a customer's site. Such a customer may experience prolonged delays before capacity becomes available, this is in addition the often-lengthy process of obtaining permits required before the construction process converting these to multi-year projects. To address this, TEAS is proposing to provide non-wires electrification solutions consultation to capacity-constrained customers.

When a customer faces a capacity constraint, TEAS will provide a consultative service that considers a variety of innovative options that could allow customers to install and utilize the maximum amount of EV chargers within the specific constraint. Such solutions could include, but aren't limited to, technologies like a DER or combination of DERs, simple load limits, automated load management and flexible service connection that provides varying capacity allowances based on hourly transformer or circuit loading. TEAS would provide funding for resources who would build or utilize analyses and tools to assess the use of such technologies to study each unique customer case and provide guidance to customers about which technology options are available to support their unique needs. Such options would be provided to customers as temporary solutions until capacity is available.

TEAS Revised Budget

PG&E is proposing an overall budget in line with the defined budget amount of up to \$20M for Near Term Priority project as directed under Decision 21-07-028.¹² As outlined in Advice Letter 6883-E, the TEAS budget initially has been allocated to multiple offerings including web services, fleet electrification planning, grant writing, and implementation coordination.¹³ Given that the offerings proposed in this supplemental advice letter require additional budget, some of the current offerings must be scaled back to meet the cap of \$20M.

The following adjustments have been made to the TEAS budget to accommodate the newly proposed offerings.

- **Grant Support:** PG&E proposed grant writing services under TEAS with the goal of helping customers research and prepare TE grant applications. PG&E planned to contract with a third-party to offer this service allocating \$3.11M for this effort. One of PG&E's goals is to align the TEAS program offerings with the TEF TA, leveraging TEAS to test various customer offerings that it could refine and scale via the TEF TA.¹⁴ All the proposed services, other than grant writing, are well

¹² Pg 39 of the Decision 21-07-028

¹³PGE AL 6883-E.

¹⁴ PGE AL 6883-E.

aligned with the TEF TA as defined in the TEF decision.¹⁵ Hence, eliminating the grant writing service and utilizing the funding to address pressing challenges will create maximum value for MHD fleet customers. While PG&E will no longer provide direct grant support, TEAS may provide a list of available TE grants to customers as part of the initial screening process with a TEAS advisor. This solution offers a balance of providing customers with information on grants, without requiring significant budget resources.

- Community Outreach:** TEAS had originally allocated \$1.2M, which is 70 percent of the total ME&O budget to community outreach²³. The budget allocation is significantly higher than the 25 percent requirement in the NTP decision²⁴. This budget is allocated for customer acquisition by establishing contracts with community-based organizations (CBO). TEAS proposes to reduce this budget to \$0.6M, which is 50 percent, in line with PG&E's goal to spend at least 50% of this program's funding on the underserved communities as defined by AB841, and is double the minimum requirement of 25 percent in the NTP decision. In addition to CBOs, TEAS will leverage internal teams such as PG&E community and tribal liaison groups to conduct community outreach without allocating TEAS budget for these services.
- Administration:** TEAS had originally allocated 9 percent of the total program budget to administration. However, the TEF decision caps the administration budget of TEF TA at 8 percent²⁵. To align with this budgetary cap, as PG&E plans to use TEAS to test offerings that could be offered via TEF TA, PG&E will reduce the TEAS administration budget to 8 percent of the total program cost.

Table 2 below provides a summary of the original proposal, the revised amounts and the difference.

Table 2: Revised TEAS Budget

Category	Original (M)	Updated (M)	Difference (M)
Administration	\$1.79	\$1.59	\$(0.19)
IT	\$0.85	\$0.85	\$ -
Customer Acquisition & Engagement	\$2.89	\$2.89	\$ -
Marketing, Education, & Outreach	\$0.50	\$0.50	\$ -

¹⁵ Pg. 204 of Decision 22-11-040.

Community Outreach	\$1.20	\$0.60	\$(0.60)
Business Energy Solutions	\$0.15	\$0.15	\$ -
Web Services	\$0.84	\$0.84	\$ -
Fleet Electrification Planning	\$4.85	\$4.85	\$ -
Grant Writing	\$3.11	\$-	\$(3.11)
Implementation Coordination	\$1.82	\$1.82	\$ -
Post-energization Support	\$0.67	\$0.67	\$ -
Pre-energization Support	\$ -	\$4.00	\$4.00
Contingency (3%)	\$0.56	\$0.58	\$ -
TOTAL	\$19.22	\$19.33	\$0.10

As stated in the advice letter¹⁶, PG&E has developed this program based on market analysis, program design best practices, and stakeholder engagement. However, it cannot control customer interest, participation, or other market factors that may influence participation. It is also designed specifically to test strategies that can be used in the TEF TA. As with any new offering, as strategies are tested, PG&E may find there is more customer interest in certain offerings and choose to pivot to continue to gain customer learnings. As a result, PG&E requests that the budget be fungible across and within categories proposed to meet customer demand and market needs which may change as the program matures.

PG&E proposes to add a new one-way TEAS Subaccount to its Transportation Electrification Balancing Account (TEBA). The TEAS Subaccount will track and record the difference between actual and adopted expenses of the TEAS program, up to the adopted amount. At the end of the program, if adopted expenses exceed actual expenses, PG&E will refund the difference through the Annual Electric True-Up (AET) Advice Letter or through another rate change advice letter, as approved by the Commission. See the attached Preliminary Statements, which includes the proposed modifications to the TEBA and to the Distribution Revenue Adjustment Mechanism (DRAM), where the corresponding revenue is recovered.

¹⁶ PGE AL 6883-E Pg 3

Number of Customers Served by TEAS

The supplemental advice letter¹⁷ discussed scenarios with a range of customers that would benefit from utilizing TEAS. As discussed in the letter, even though the initial budget was based on the initial assumption that all 250 customers would be utilizing all services provided by TEAS, in reality, this number may vary based on customer interest at the time of program implementation, market dynamics and efficiencies gained. PG&E anticipates that TEAS could serve many more customers than this baseline assumption. To address this uncertainty, the PG&E filed a supplemental advice letter that outlined scenarios, estimating the number of customers served.

TEAS offers the services as “select what you need”, where customers can choose any service depending on where they are in their TE journey. With this flexibility, customers who need early support in their TE journey may select fleet electrification planning, customers struggling with capacity challenges may only select Pre-Energization support, and customers who have already energized their sites will likely opt for post-energization services.

Below are multiple scenarios with different assumptions related to the percentage of customers utilizing different services. For each scenario, the approximate number of customers TEAS would be able to serve for the same budget, were estimated.

Table 3: TEAS Scenarios and Per Customer Costs

	Total customers	Percentage of customers using each service				Per customer cost
		Fleet Electrification plan	Pre-Energization Services	Implementation Coordination	Post-energization Services	
Baseline assumption	250	100%	100%	100%	100%	~ \$80,000
Scenario 1	~560	50%	50%	25%	20%	~ \$36,000
Scenario 2	~900	20%	20%	60%	60%	~ \$22,000
Scenario 3	~800	20%	25%	70%	70%	~ \$25,000

- **Scenario 1:** This scenario assumes the program would serve more customers who are in the initial stages of their TE journey. These customers would mainly apply for fleet electrification planning and pre energization services. Scenario 1 assumes these two services would be provided to more customers.

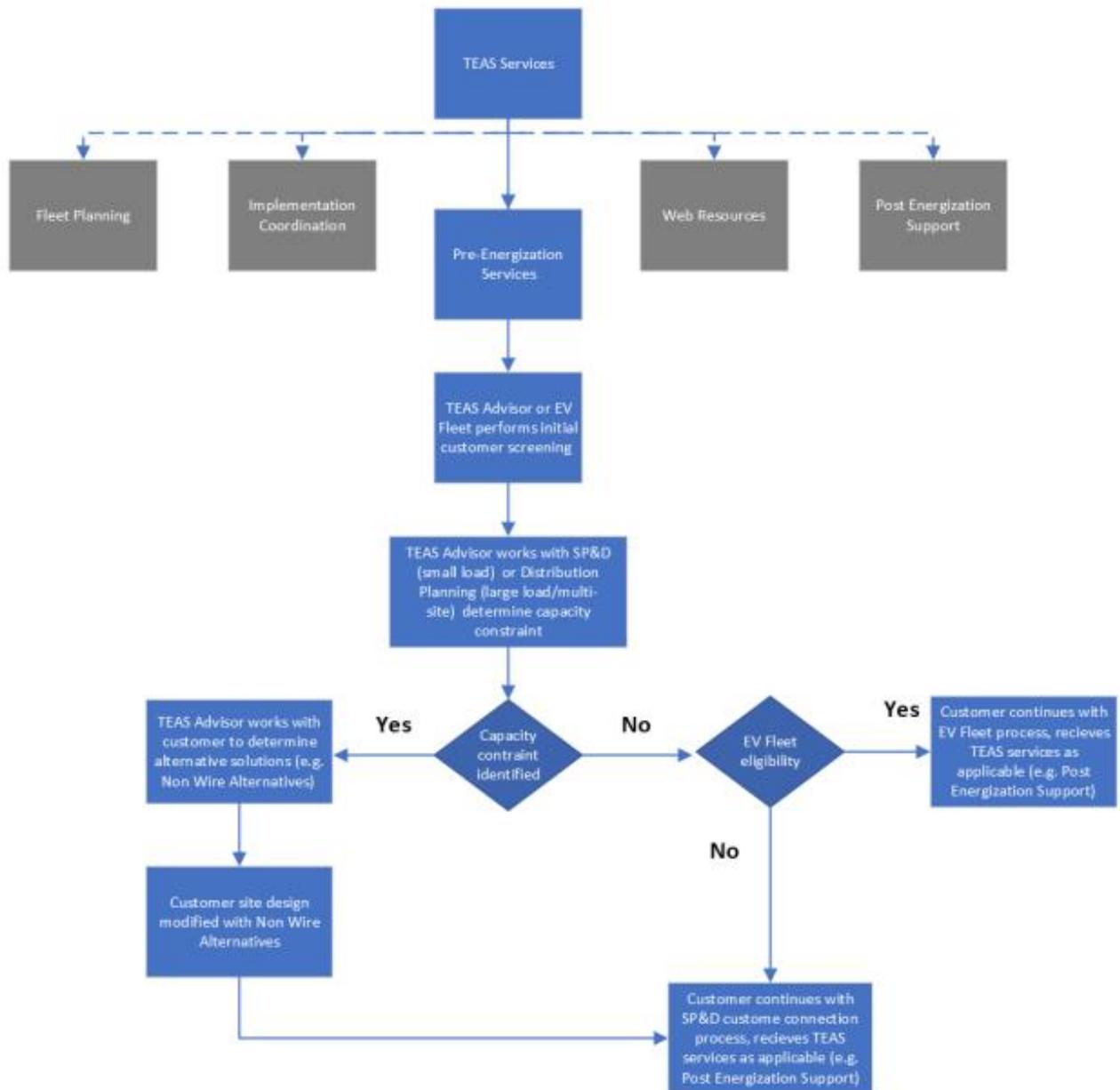
¹⁷ PGE AL 6883-E-A Pg 9

- **Scenario 2:** This scenario assumes the program would serve more customers who are in the later stages of their TE journey and need support with implementation coordination and post-energization services
- **Scenario 3:** Scenario 2 presents the case of serving many customers. We have provided a third scenario which increases the percentage of customers receiving pre-energization support, implementation coordination and post energization support. We anticipate that scenario 3 presents a more realistic number of customers TEAS can serve as it is likely more customers will need this support.

The analysis is illustrative and as it shows, the total number of customers TEAS could serve depends on which offerings the customers may select. PG&E requests flexibility in goal setting and frequent and ongoing opportunities to quickly request formal changes (e.g., advice letters) to ensure PG&E can best support customers in a timely fashion once the program is underway.

Appendix A: High-Level Process Map for TEAS Pre-energization support

The figure below provides a high-level overview of the services provided in the TEAS program. This process focuses on pre-energization services (blue) and excludes the full services (grey) described in Advice Letter 6883-E. Customers with smaller loads will usually interact more with SP&D while, larger load/multi-site customers will engage with distribution planning before engaging with SP&D or PG&E' EV Fleet program which will manage customer connection. Note, all offerings outlined below will be facilitated by a TEAS advisor as the single point of contact.



Tariff Revisions

PG&E proposes to add a new one-way TEAS Subaccount to its Transportation Electrification Balancing Account (TEBA). The TEAS Subaccount will track and record the difference between actual and adopted expenses of the TEAS program, up to the adopted amount. At the end of the program, if adopted expenses exceed actual expenses, PG&E will refund the difference through the Annual Electric True-Up (AET) Advice Letter or through another rate change advice letter, as approved by the Commission. See the attached Preliminary Statements, which includes the proposed modifications to the TEBA and to the Distribution Revenue Adjustment Mechanism (DRAM), where the corresponding revenue is recovered.

Protests

Anyone wishing to protest this submittal may do so by letter sent electronically via E-mail, no later than **November 2, 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

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

Pursuant to General Order (GO) 96-B, Rule 5.3, and OP 1, 2, 4 of D. 21-07-028, this advice letter is submitted with a Tier 3 designation. PG&E requests that this Tier 3 advice submittal become effective upon Commission approval.

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
CPUC Communications

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 (U 39 E)

Utility type:

- ELC GAS WATER
 PLC HEAT

Contact Person: Stuart Rubio

Phone #: 279-789-6210

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) #: 6883-E-B

Tier Designation: 3

Subject of AL: Pacific Gas and Electric Company's Supplemental Advice Letter after CPUC – PG&E's Near-Term Priority Proposal, Pursuant to D. 21-07-028

Keywords (choose from CPUC listing): Compliance, Tariffs

AL Type: Monthly Quarterly Annual One-Time Other:

If AL submitted in compliance with a Commission order, indicate relevant Decision/Resolution #: D. 21-07-028

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:

No. of tariff sheets: 8

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

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

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

Tariff schedules affected: see attachment 1

Service affected and changes proposed¹: N/A

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

¹Discuss in AL if more space is needed.

Protests and 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

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.
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56678-E	ELECTRIC PRELIMINARY STATEMENT PART HH TRANSPORTATION ELECTRIFICATION BALANCING ACCOUNT Sheet 1	55139-E
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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, (7) PG&E's portion of the third-party administered statewide transportation electrification infrastructure rebate program approved in D.22-11-040; and (8) the Transportation Electrification Advisory Services (TEAS) program, the proposal of which was authorized in D.21-07-028 and approved in Advice 6883- E, 6883-E-A, and 6883-E-B.
- 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.

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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, (5) PG&E's portion of the third-party administered statewide transportation electrification infrastructure rebate program approved in D.22-11-040; and (6) the Transportation Electrification Advisory Services (TEAS) program, the proposal of which was authorized in D.21-07-028 and approved in Advice 6883-E, 6883-E-A, and 6883-E-B. (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	6883-E-B	Issued by	Submitted	October 13, 2023
Decision	D.21-07-028	Meredith Allen	Effective	
		Vice President, Regulatory Affairs	Resolution	



ELECTRIC PRELIMINARY STATEMENT PART HH
TRANSPORTATION ELECTRIFICATION BALANCING ACCOUNT

Sheet 2

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

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.

D. 21-07-028, Decision Setting Near-Term Priorities for Transportation Electrification Investments by the Electrical Corporations, adopts guidance and a streamlined advice letter process for PG&E and the other Electrical Corporations regarding near-term priority transportation electrification investments. D.21-07-028 imposes a budgetary cap of \$20 million on individual proposals with an aggregate cap of \$80 million for all near-term priority program proposals submitted via the advice letter process.

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(N)

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

(Continued)

<i>Advice</i>	6883-E-B	<i>Issued by</i>	<i>Submitted</i>	October 13, 2023
<i>Decision</i>	D.21-07-028	Meredith Allen	<i>Effective</i>	
		<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.)

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.

21. TEAS Subaccount

PURPOSE: The purpose of the one-way TEAS Subaccount is to track and record the difference between the revenue requirement based on actual expenses and the revenue requirement based on adopted amounts. PG&E is authorized to recover up to \$19.33 million for the TEAS program.

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;
- 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.

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Advice 6883-E-B
Decision D.21-07-028

Issued by
Meredith Allen
Vice President, Regulatory Affairs

Submitted
Effective
Resolution

October 13, 2023



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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, (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; and (8) the Transportation Electrification Advisory Services (TEAS) program, the proposal of which was authorized in D.21-07-028 and approved in Advice 6883- E, 6883-E-A, and 6883-E-B.
- 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.

Advice
Decision

Issued by
Meredith Allen
Vice President, Regulatory Affairs
Internal

Submitted
Effective
Resolution



ELECTRIC PRELIMINARY STATEMENT PART HH
TRANSPORTATION ELECTRIFICATION BALANCING ACCOUNT

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; and (6) the Transportation Electrification Advisory Services (TEAS) program, the proposal of which was authorized in D.21-07-028 and approved in Advice 6883-E, 6883-E-A, and 6883-E-B.

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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.

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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.

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(Continued)

Advice
Decision

Issued by
Meredith Allen
Vice President, Regulatory Affairs

Submitted
Effective
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.

D. 21-07-028, Decision Setting Near-Term Priorities for Transportation Electrification Investments by the Electrical Corporations, adopts guidance and a streamlined advice letter process for PG&E and the other Electrical Corporations regarding near-term priority transportation electrification investments. D.21-07-028 imposes a budgetary cap of \$20 million on individual proposals with an aggregate cap of \$80 million for all near-term priority program proposals submitted via the advice letter process.

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 Decision	Issued by Meredith Allen Vice President, Regulatory Affairs	Submitted Effective Resolution	_____ _____ _____
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**ELECTRIC PRELIMINARY STATEMENT PART HH
TRANSPORTATION ELECTRIFICATION BALANCING ACCOUNT**

Sheet 14

20. Transportation Electrification Subaccount (Cont'd.)

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.

21. TEAS Subaccount

PURPOSE: The purpose of the one-way TEAS Subaccount is to track and record the difference between the revenue requirement based on actual expenses and the revenue requirement based on adopted amounts. PG&E is authorized to recover up to \$19.33 million for the TEAS program.

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;
- 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.

(Continued)

Advice
Decision

Issued by
Meredith Allen
Vice President, Regulatory Affairs

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**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 Community Choice Association
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
Downey Brand LLP
Dish Wireless L.L.C.

East Bay Community Energy Ellison
Schneider & Harris LLP

Electrical Power Systems, Inc.
Fresno
Engineers and Scientists of California

GenOn Energy, Inc.
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
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