Pacific Gas and Electric Company®

Erik Jacobson
Director
Regulatory Relations

Pacific Gas and Electric Company
77 Beale St., Mail Code B13U
P.O. Box 770000
San Francisco, CA 94177

Fax: 415-973-3582

May 30, 2019

Advice 5550-E
(Pacific Gas and Electric Company - U 39 E)

Advice 4007-E
(Southern California Edison Company – U 338 E)

Advice 116-E
(Liberty Utilities – U 933-E)

Advice 363-E
(Bear Valley Electric Service – U 913 E)

Public Utilities Commission of the State of California

Subject: **Program Implementation Update on Transportation Electrification Standard Review Projects of Pacific Gas and Electric Company, Southern California Edison, Liberty Utilities, and Bear Valley Electric Service Division**

Purpose

Pursuant to Ordering Paragraph (OP) 52 of Decision (D.) 18-05-040, Pacific Gas and Electric Company (PG&E) hereby submits this advice letter in coordination with Southern California Edison Company (SCE), Liberty Utilities, and Bear Valley Electric Service Division (together referred to as, "the Utilities") to provide a progress update on Transportation Electrification Standard Review Projects (SRP) implementation.

Background

On June 6, 2018, the California Public Utilities Commission (CPUC or Commission) issued D.18-05-040, effective May 31, 2018, approving PG&E's and SCE's Standard Review Projects (SRPs) aimed at increasing transportation electrification (TE) and reducing greenhouse gases (GHG) in the state of California. Subsequently, on October 5, 2018, the CPUC issued D.18-09-034, effective September 27, 2018, approving SRPs for Liberty Utilities and Bear Valley Electric Service Division. In total, the CPUC approved over $615 million for six Utility TE SRPs.

Per D.18-05-040 and D.18-09-034, the CPUC directs the Utilities to coordinate as appropriate on evaluation efforts for respective SRPs.[1] Based on information presented in this Advice Letter, and data available to date, the CPUC will determine whether it is appropriate to move forward with one SRP evaluation, or separate evaluations given varying SRP implementation timeframes.[2]

Pacific Gas and Electric Company

PG&E EV Fleet Program

The Electric Vehicle (EV) Fleet program, as approved by the CPUC on May 31, 2018, will serve to install make-ready infrastructure for 700 sites to support non-light duty fleet electrification. Per D.18-05-040, the program will run for five years, beginning in 2019 with contracting of all sites completed by Q4 2023. The program also directs PG&E to provide operations and maintenance of make-ready infrastructure and marketing, education, and outreach to customers.

Marketing, Education, and Outreach

PG&E is planning to officially launch the EV Fleet program and formal marketing and outreach efforts in early June 2019. However, starting in Q3 2018, PG&E began to engage with customers who expressed early interest in the EV Fleet program, in order to gather insight into various medium and heavy-duty fleet customers and help inform program design.

In late February 2019, PG&E launched the EV Fleet program website where interested customers could complete and submit an interest form and application form, thereby enabling PG&E's EV team to review and check the eligibility of the customer for program participation. The application can also be submitted by OEMs on behalf of customers who they are closely working with. In addition, the website educates and provides useful program information like an overview of the EV Fleet program, eligibility requirements, rebates and incentives, FAQs, etc.

A major objective of PG&E's marketing plan is to raise awareness among fleet stakeholders and direct them to the right resources to make an informed decision to go electric. PG&E has created a number of tools which are available on the program website to help customers understand factors that go into converting to an electric fleet, and specifically cost implications of participating in the EV Fleet program, including the following:

- A rate calculator to help customers understand bill impacts,
- a rebate calculator to estimate eligible Electric Vehicle Supply Equipment (EVSE) rebate amounts,

[1] D.18-05-040, Ordering Paragraph (OP) 52 and D.18-09-034, OP XX
[2] D.18-05-040, p. 129.

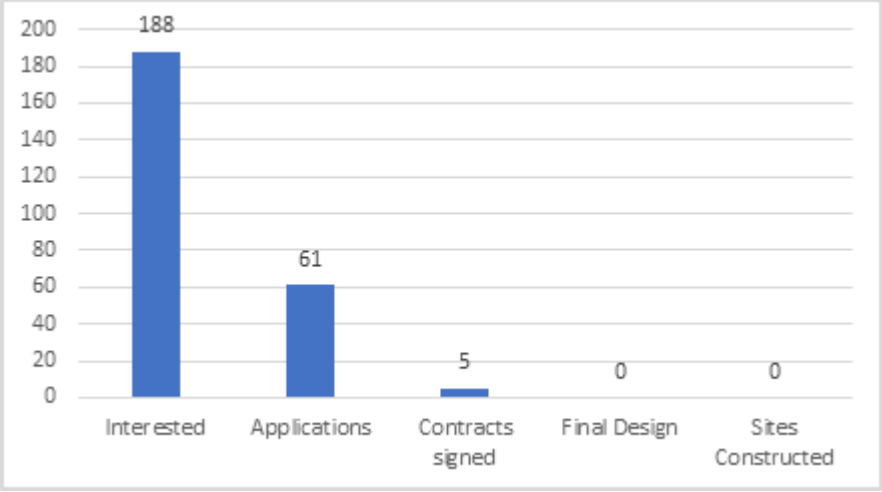
- an incentive calculator to estimate eligible make-ready infrastructure incentive amounts, and
- an additional funding tool to help customers search for additional financial incentive opportunities to stack with the EV Fleet program.

Upon program launch in June 2019, PG&E will deliver a marketing campaign consisting of paid media targeted in the following geographies: Fresno, Oakland, Placerville, Berkeley, and Fremont. PG&E will also plan to have a presence at industry events, webinars and conferences to promote the EV Fleet program among appropriate stakeholders. Additionally, starting in June 2019, PG&E will begin dedicated outreach to customers that have expressed interest through the online interest form and customers in target sectors. To start, PG&E will focus outreach efforts on three main fleet sectors, transit, schools and local distribution. These sectors have been identified to be most mature and have electrification technologies available to facilitate near-term fleet electrification.

Operational Metrics

As of May 21, 2019, PG&E has received interest from 188 customers who would like to participate in the EV Fleet program. Figure 1 below shows the number of customers in the following stages of the process: interest form submitted, application submitted, contract signed and executed, final design, and sites constructed.

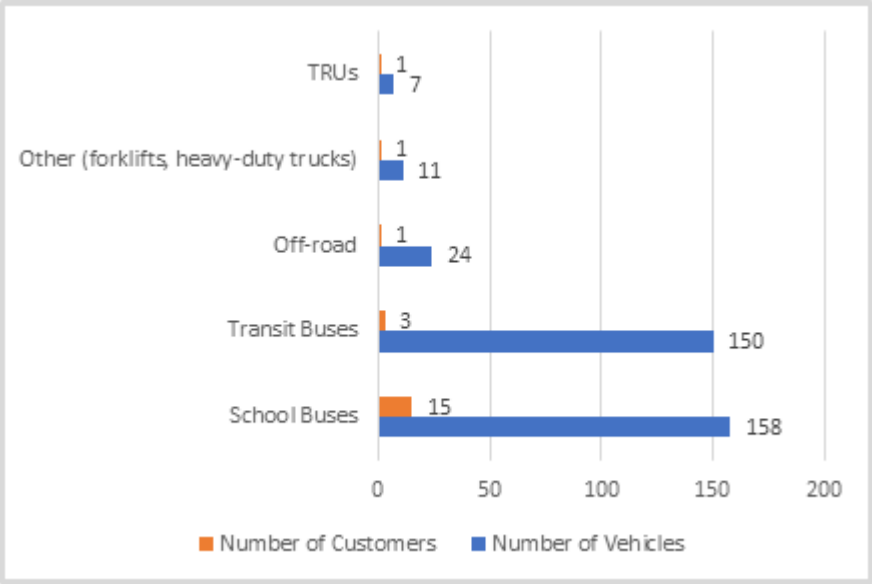
Figure 1. Interest received by market segment as of May 21, 2019



Of the 188 customers that have expressed interest, PG&E is currently working with 21 pre-launch customers in various stages of project development and implementation, including 5 customers who have signed contracts to participate in the EV Fleet program and are moving towards final design and construction stages.

Figure 2 details the number of pre-launch customers by market segment along with the number of vehicles to be procured from each segment.

Figure 2. Number of EV Fleet pre-launch customers by segment and the number of vehicles to be procured per segment



Vendor Qualification

PG&E released an EVSE Request for Qualification (RFQ) for the EV Fleet program on March 28, 2019. The RFQ evaluated submitted bids based on Safety Requirements, EVSE requirements and Financial requirements in order to establish a list of approved vendors for program participants to choose from.

PG&E EV Fast Charge Program

Per D.18-05-040, PG&E's EV Fast Charge Program is designed to install 234 DCFC stations at 52 public sites over five years with an approved budget of $22.3M. PG&E will install and own the make-ready infrastructure for these projects, ensuring each site has the ability to serve chargers of 150 kW or higher. PG&E is in the preliminary stages of launching the Program and plans to begin customer acquisition in July 2019.

Implementation Update

For the EV Fast Charge Program, PG&E issued the first RFQ on April 22, 2019 to qualify vendors. Qualified vendors will be able to conduct outreach to find sites meeting the Fast

Charge program criteria[3] and apply on behalf of site hosts. Additionally, the list of qualified vendors will be posted on the program website for customers to view, reach out to, and partner with on-site acquisition and development.

Table 1 outlines the general timeline for EV Fast Charge implementation.

Table 1. EV Fast Charge Implementation Timeline

Activity	Timeline
Execute RFQ	April - June 2019
Notify approved vendors from RFQ	Mid-June 2019
Launch Program & open application process	Mid-July 2019
Begin contracting with admitted sites	Mid-September 2019
Initiate second RFQ	November 2019
Start construction first site(s)	Early 2020

Southern California Edison

In D.18-05-040 the Commission approved SCE's two Standard Review Projects – the Charge Ready Transport Program and SCE's New Commercial EV Rates – as described below.

SCE Charge Ready Transport Program (CRT)

SCE's Medium- and Heavy-Duty Vehicle Charging Program, also referred to as the Charge Ready Transport (CRT) program, focuses on delivering 870 make-ready stubs to serve charging equipment for medium- and heavy-duty vehicles. SCE is targeting to have all participating site installations contracted by 2024, which will enable the charging of 8,490 Class 2 thru Class 8 electric vehicles. CRT's approved budget is $342.6M, with an approved evaluation budget of $13.7M. CRT is modeled after SCE's Charge Ready Pilot and leverages the same systems and lessons learned from implementing the pilot.

[3] Sites will be evaluated based on several criteria including anticipated level of utilization, impact of EV adoption, grid capacity, and disadvantaged community status.

SCE established Schedule CRTP to set forth the program requirements for commercial customers to participate in the CRT program.[4] Under the CRT program, SCE will install, own, and operate the electric infrastructure, up to and including the make-ready stub, to serve charging equipment for medium- and heavy-duty vehicles. In addition, the CRT program provides rebates up to 50 percent of EVSE cost to qualified customer participants with EVSE (1) supporting transit or school buses or (2) located in designated disadvantaged communities (DACs) that are not on the Fortune 1000 list. Furthermore, qualified customer participants can choose to install, own, operate, and maintain the infrastructure on the customer side of the meter with SCE providing a rebate to cover up to 80 percent of the customer installation costs or 80 percent of SCE's average direct cost for installing customer-side make-ready infrastructure costs (whichever is lower).

The CRT program has the following high-level goals:

- Each site must have a minimum of two EVs attributable to the program.
- A minimum of 15 percent of the infrastructure budget should serve transit agencies.
- A maximum of 10 percent of the infrastructure budget should serve forklifts.
- A minimum of 40 percent of the infrastructure budget should be used in DACs.
- A minimum of 25 percent of the infrastructure budget should serve EVs operating at ports and warehouses.

To launch this program, SCE has completed the following tasks:

- Developed back office system to track and capture information in the delivery of the service to customers and provide self-service feedback on the progress of their application.
- Leveraged SCE's quarterly Charge Ready Program Advisory Council (PAC) to inform stakeholders of features and benefits of the CRT and solicited input from the group to incorporate into the program.
- Developed a preliminary program landing site to inform and gather customer interest in the program (*see*: www.sce.com/crt);
- Developed a program handbook for internal and external use.
- Developed employee training and customer-facing documentation to execute the program.

SCE is currently developing an Approved Package List (APL) for EVSE and networking service providers.

Table 2 outlines the general implementation timeline for the CRT Program.

[4] See SCE Advice 3864-E.

Table 2. EV Fast Charge Implementation Timeline

Activity	Timeline
Program Launch & open application process	May 20, 2019
Review first wave of applications	Q3-2019
Start construction at site(s)	Q2-2020

Marketing, Education, and Outreach

Outreach efforts began on September 14, 2018, with a CRT Customer Forum meeting held at SCE headquarters in Rosemead, California. This event attracted approximately 40 potential customers. Please see Figure 3 for the industry sectors that participated in the Customer Forum.

Figure 3. Industry Sector Participation at the CRT Outreach Kickoff

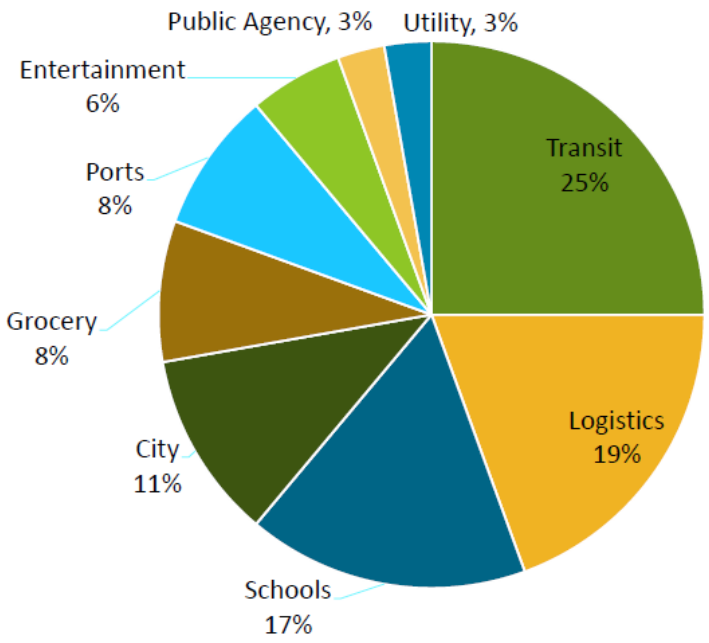


Figure 3 above shows that SCE's CRT program received interest from similar market segments as PG&E's EV Fleet program. SCE has invited approximately 1,900 customers to a customer kick-off event when this program launched on May 20, 2019.

After the official launch of the program on May 20, 2019, SCE delivered a multi-pronged marketing campaign throughout its service territory with media ads targeting the following counties: Los Angeles, Orange, Riverside, San Bernardino, Santa Barbara and Ventura. SCE will also have a presence at industry events, webinars and conferences to promote the CRT among appropriate stakeholders. Additionally, SCE will begin dedicated outreach to customers that have expressed interest through the online interest form developed for Charge Ready programs. Like PG&E, SCE will focus initial outreach efforts on three main fleet sectors, transit, schools and local distribution.

SCE New Commercial EV Rates

SCE established[5] three new optional time-of-use rates for commercial EV charging – Schedules TOU-EV-7, TOU-EV-8, and TOU-EV-9 – with the same general structure but will apply to different sizes of customers based on their demand thresholds as follows:[6]

- Schedule TOU-EV-7 serves customers with monthly maximum demand of 20 kW and under;
- Schedule TOU-EV-8 serves customers with monthly maximum demand of above 20 kW to but not exceed 500 kW; and
- Schedule TOU-EV-9 serves customers with monthly maximum demand above 500 kW.[7]

These new rates are applicable to commercial customers with qualified EVs as defined in SCE's Rule 1 (*i.e.,* electric vehicles, vessels, trains, boats, or other equipment that are mobile sources of air pollution and GHG emissions).[8] To increase EV adoption, the new commercial EV rates consist of a five-year introductory period with no demand charges followed by a five-year phase-in of demand charges. At the end of the tenth year, the new commercial EV rates will reflect stable demand charges that will be lower than what new EV customers would pay on their otherwise applicable (non-EV) commercial rates today.

Marketing, Education, and Outreach

SCE's commercial customers on Schedules TOU-EV-3, TOU-EV-4 and TOU-EV-6 rates were notified that they would be transferred to the appropriate new commercial EV rates based on their existing EV charging profile. The migration occurred on the first customer bill after the launch of the new commercial EV rates. For new customers, SCE's account

[5] See SCE Advice 3853-E and 3853-E-A.
[6] The new commercial EV rates became effective on March 1, 2019 and replaced SCE's Schedules TOU-EV-3, TOU-EV-4, and TOU-EV-6.
[7] See: for TOU-EV-7: https://www1.sce.com/NR/sc3/tm2/pdf/ce400.pdf, for TOU-EV-8: https://www1.sce.com/NR/sc3/tm2/pdf/ce401.pdf, TOU-EV-9: https://www1.sce.com/NR/sc3/tm2/pdf/ce402.pdf
[8] See: Decision 18-05-040, p. 111

managers have been trained on the new commercial EV rates and how to compare them with otherwise applicable (non-EV) commercial rates and effectively communicate this to customers. SCE also developed a website[9] to educate customers on the new commercial EV rates and an easy to understand fact sheet[10] that describes how to take advantage of the new rates for reduced cost EV charging. Additional ME&O activities to educate customers about these new commercial EV rates will occur as part of the CRT program.

Data Available (as of April 30, 2019)

Please see below for the data SCE has available as of April 30, 2019

Table 3. SCE Customers on Schedules TOU-EV-7, TOU-EV-8, and Schedule TOU-EV-9 (As of April 30, 2019)

Rate	Number of Accounts
Schedule TOU-EV-7 Option D	32
Schedule TOU-EV-7 Option E	43
Schedule TOU-EV-8	149
Schedule TOU-EV-9	21

Bear Valley Electric Service

BVES' Transportation Electrification (TE) Program:

The Commission approved one SRP program for BVES; its Electric Vehicle Time-of-Use (EV-TOU) Pilot Rate Program. Under the EV-TOU Pilot Rate Program, BVES is to install sub-meters in existing EVSE in order to apply a separate TOU rate for EV charging.[11] These rates are shown and approved in D.18-09-034.[12]

The Commission also approved one PRP program for BVES; its Make-Ready Pilot Program. This program is meant to work in conjunction with EV-TOU program. Together,

[9] See: https://www.sce.com/business/rates/electric-car-business-rates/business/rates/electric-car-business-rates
[10] See: https://www.sce.com/sites/default/files/inline-files/TOU-EV-7_8_9%20Rate%20Fact%20Sheet_WCAG_0.pdf
[11] D18-09-034 page 24
[12] D.18-09-034 page 36, 37

the 2 programs address the need for additional charging stations and the rates faced by customers who use those stations.

As of May 13 2019, BVES has filed all advice letter related to the set-up of EV-TOU and Make-Ready program as dictated by Ordering Paragraphs 8, 9, 10, and 11 if D.18-09-034. BVES filed Advice Letter (AL) 354-E and AL 355-E on December 17, 2018; the Commission approved AL 354-E and AL 355-E on January 8, 2019.

Implementation and Outreach

BVES has contracted with the Center for Sustainable Energy (CSE) to coordinate TE Program outreach and implementation. Some outreach support will be executed by BVES' customer service team with input from regulatory affairs regarding rate education. An overview of BVES' outreach plan and timeline are included below:

Table 4. BVES Outreach plan and timeline

Approximate completion period	Item
June 2019	Create and Administer Customer Applications and Agreements
July 2019	Develop TE Landing Page, Content and Tools
July 2019	Develop TE Programs Database
July 2019	Develop TE Handbook
July 2019	Establish Program Reporting & Metrics
2019	Design Focus Groups to Analyze Effective Program Marketing
August 2019	Develop 2 Customer Education Workshops
August 2019	Design Program Marketing Materials
August 2019	Develop Inspection Policy and Verification Templates

Based on the timeline provided above, BVES anticipates launching its TE Programs in late summer 2019.

Barriers to participation

BVES is primarily a resort destination, with a substantial number of seasonal residents whose primary homes are not in the BVES service area. The primary concern of EV adoption is due to range anxiety. Increased charging stations coupled with attractive rates may aid in increasing EV adoption and therefore potential increase the number of visitors to the area.

Additionally, many residents of the city are low income or retirees. They often live on a fixed budget. This makes it difficult to acquire an electric vehicle relative to a conventional gasoline car. Although falling, the prices of electrical vehicles remain high and a major barrier to the widespread adoption of EV.

BVES' service territory is a mountainous region. Many residents and visitors prefer to drive heavy duty cars such as trucks and SUV. These typically offer more performance that is needed in mountainous roads and for work. When it comes to those 2 types of vehicles, EV options are limited.

BVES's EV-TOU Pilot program as approved by the Commission in D.19-09-034 only address the periods and rates. The need for commercial charging stations is addressed in BVES's Destination Make-Ready Rebate Pilot program[13]. EV-TOU rates are designed to complement the to-be installed stations.

As a result, propose evaluation of the success of EV-TOU rates would be impacted by the location and availability of charging stations. The Big Bear service area has limited commercial space. Installing a charging station will necessarily remove a publicly accessible parking space. Thus, locality of stations is a barrier to both programs. BVES EV-TOU program is necessarily dependent on its Make-Ready Program.

Liberty Utilities

Liberty Utilities submitted an advice letter on April 26, 2019 to implement its DC Fast Charger (DCFC) program, centered on the proposal for establishing base cost for DCFC rebates. We are in the process of developing an online application portal for applicants. The elements of the proposed program include:

1. Liberty CalPeco will issue a Request for Quotations (RFQ) for EVSE in which responders will be asked to provide price quotations by power output tier, following prescriptive requirements for qualifying equipment.

2. Because some site hosts may want to install higher capacity chargers, Liberty Utilities will solicit pricing on three different power tiers (*i.e.*, 50 kW, 100 kW and 150 kW). This is needed to avoid skewing the market by driving all participants to the lowest capacity just to meet program requirements. The intent is to support the direction of the private charging market and to avoid creating an artificial market.

3. To avoid outlier low bids that create inadequate rebates, which in turn hobble the program, Liberty CalPeco will use an average cost from the quotations received for each power tier to determine rebate and participation amounts. The intent is to provide value to ratepayers by helping ensure that quality, durable equipment is placed into service, and that rebate amounts are sufficient to foster program participation by third-party site hosts.

[13] D18-09-034 page 24

4. As prescribed in the final decision, Liberty Utilities will provide rebate or participation payments of 50% of the EVSE base costs, as determined via the procedures described above.

Table 5. Timeline for DCFC project implementation

File Implementation Advice Letter	April 26, 2019
Execute RFQ, notify vendors	May-June 2019
Develop Online Application Portal	April-May 2019
Open applications	June-July, 2019
Review, approve applications	July-August, 2019
Design make-ready infrastructure	August-October, 2019
Begin construction at approved sites	April, 2019

E-Mobility Hub for Municipal Bus Charging

Liberty Utilities is working collaboratively with Lake Tahoe Community College (LTCC) and the Tahoe Transportation District to design and install charging infrastructure for municipal buses at LTCC. Engineering design and cost estimates have been completed. Construction to begin Q3, 2019 or Q2, 2020.

Residential and Small Commercial Charging Rebate Program

Liberty Utilities is developing its online application portal for the rebate program, which offers $1500 for residential customers to pay for networked charging equipment, and installation by a certified electrician. Small commercial customers are eligible for $2500. Outreach will be conducted via the Liberty Utilities email list, bill inserts, community forums, local media and an EV summit in the summer or fall of 2019. There has been considerable request in the program to date from both residential and commercial customers.

Summary of Joint SRP Evaluation Efforts

Per D.18-05-040 OP 51 and D.18-09-034 OP 18, the CPUC directs the utilities to "coordinate evaluation efforts with [all utilities] to capture economies of scale for purposes of evaluating the approved Standard Review Projects".[14] Following review of this Advice Letter, the CPUC will determine whether it is appropriate for the Utilities to coordinate on a combined evaluation or whether timelines allude to separate evaluation efforts.

The Utilities see value in coordinating on a single evaluation for all SRPs for purposes for achieving economies of scale. The Utilities have discussed the below timeline to develop and execute the evaluation RFP and begin evaluation efforts by early- or mid-2021. SCE

[14] D.18-05-040 OP 51 and D. 18-09-034 OP 18

and PG&E plan to provide updates to stakeholders on evaluation plans and timeline through existing quarterly Program Advisory Council meetings.

SRP Evaluation Timeline	
June 2020	Kick off RFP for SRP Evaluator
August 2020	RFP response evaluation
November 2020	Select evaluator and conclude RFP contracting
Q1 2021	Contract signed for SRP evaluation; evaluation begins

Protests

Anyone wishing to protest this submittal may do so by letter sent via U.S. mail, facsimile or E-mail, no later than June 19, 2019, which is 20 days after the date of this filing. Protests must be submitted to:

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

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

Copies of protests also should be mailed to the attention of the Director, Energy Division, Room 4004, at the address shown above.

The protest shall also be sent to PG&E either via E-mail or U.S. mail (and by facsimile, if possible) at the address shown below on the same date it is mailed or delivered to the Commission:

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

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

Gary A. Stern, Ph.D.
Managing Director – Statewide Regulatory Operations
Southern California Edison Company
8631 Rush Street
Rosemead, CA 91770
Telephone: (626) 302-9645
Facsimile: (626) 302-6396
E-mail: AdviceTariffManager@sce.com

Laura Genao
Managing Director, State Regulatory Affairs
c/o Karyn Gansecki
Southern California Edison Company
601 Van Ness Avenue, Suite 2030
San Francisco, CA 94102
Facsimile: (415) 929-5544
E-mail: Karyn.Gansecki@sce.com

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

Effective Date

Pursuant to OP 52 of D. 18-05-040, PG&E requests that this Tier 1 advice letter become effective upon date of submittal, which is May 30, 2019.

Notice

In accordance with General Order 96-B, Section IV, a copy of this advice letter is being sent electronically and via U.S. mail to parties shown on the attached list. 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 filings can also be accessed electronically at: http://www.pge.com/tariffs/.

/S/
Erik Jacobson
Director, Regulatory Relations

cc: Service List A.17-01-020 et al.

California Public Utilities Commission

ADVICE LETTER SUMMARY

ENERGY UTILITY

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

Company name/CPUC Utility No.: Pacific Gas and Electric Company (ID U39E)

Utility type:
☑ ELC ☐ GAS ☐ WATER
☐ PLC ☐ HEAT

Contact Person: Yvonne Yang
Phone #: (415)973-2094
E-mail: PGETariffs@pge.com
E-mail Disposition Notice to: Yvonne.Yang@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) #: 5550-E

Tier Designation: 1

Subject of AL: Program Implementation Update on Transportation Electrification Standard Review Projects of Pacific Gas and Electric Company, Southern California Edison, Liberty Utilities, and Bear Valley Electric Service Division

Keywords (choose from CPUC listing): Compliance

AL Type: ☐ Monthly ☐ Quarterly ☐ Annual ☑ One-Time ☐ Other:

If AL submitted in compliance with a Commission order, indicate relevant Decision/Resolution #: D.18-05-040

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:

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: 5/30/19

No. of tariff sheets: N/A

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: N/A

Service affected and changes proposed[1]: N/A

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

[1]Discuss in AL if more space is needed.

Clear Form

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

CPUC, Energy Division
Attention: Tariff Unit
505 Van Ness Avenue
San Francisco, CA 94102
Email: EDTariffUnit@cpuc.ca.gov

Name: Erik Jacobson, c/o Megan Lawson
Title: Director, Regulatory Relations
Utility Name: Pacific Gas and Electric Company
Address: 77 Beale Street, Mail Code B13U
City: San Francisco, CA 94177
State: California Zip: 94177
Telephone (xxx) xxx-xxxx: (415)973-2093
Facsimile (xxx) xxx-xxxx: (415)973-3582
Email: PGETariffs@pge.com

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

Clear Form

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

AT&T
Albion Power Company
Alcantar & Kahl LLP

Alta Power Group, LLC
Anderson & Poole

Atlas ReFuel
BART

Barkovich & Yap, Inc.
P.C. CalCom Solar
California Cotton Ginners & Growers Assn
California Energy Commission
California Public Utilities Commission
California State Association of Counties
Calpine

Cameron-Daniel, P.C.
Casner, Steve
Cenergy Power
Center for Biological Diversity
City of Palo Alto

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

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Ellison Schneider & Harris LLP
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Engineers and Scientists of California
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Green Charge Networks
Green Power Institute
Hanna & Morton
ICF
International Power Technology
Intestate Gas Services, Inc.
Kelly Group
Ken Bohn Consulting
Keyes & Fox LLP
Leviton Manufacturing Co., Inc. Linde
Los Angeles County Integrated Waste Management Task Force
Los Angeles Dept of Water & Power
MRW & Associates
Manatt Phelps Phillips
Marin Energy Authority
McKenzie & Associates

Modesto Irrigation District
Morgan Stanley
NLine Energy, Inc.
NRG Solar

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

Pioneer Community Energy
Praxair
Regulatory & Cogeneration Service, Inc.
SCD Energy Solutions

SCE
SDG&E and SoCalGas

SPURR
San Francisco Water Power and Sewer
Seattle City Light
Sempra Utilities
Southern California Edison Company
Southern California Gas Company
Spark Energy
Sun Light & Power
Sunshine Design
Tecogen, Inc.
TerraVerde Renewable Partners
Tiger Natural Gas, Inc.

TransCanada
Troutman Sanders LLP
Utility Cost Management
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Verizon
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Wellhead Electric Company
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Yep Energy