

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



Bear Valley Electric Service, Inc.
ELC (Corp ID 913)
Status of Advice Letter 413E
As of October 14, 2021

Subject: Bear Valley Electric Service, Inc. Proposed Establishment of Rule 24, Electric Vehicle Infrastructure, and Preliminary Statement, Electric Vehicle Infrastructure Memorandum Account, to Implement Assembly Bill 841

Division Assigned: Energy

Date Filed: 03-01-2021

Date to Calendar: 03-03-2021

Authorizing Documents: None

Disposition:	Signed
Effective Date:	10-07-2021

Resolution Required: Yes

Resolution Number: E-5168

Commission Meeting Date: None

CPUC Contact Information:

edtariffunit@cpuc.ca.gov

AL Certificate Contact Information:

Ronald Moore

909-394-3600 X682

ronald.moore@gswater.com

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



To: Energy Company Filing Advice Letter

From: Energy Division PAL Coordinator

Subject: Your Advice Letter Filing

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

The AL status certificate indicates:

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- Disposition of Filing (Accepted, Rejected, Withdrawn, etc.)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

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

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

Energy Division's Tariff Unit by e-mail to
edtariffunit@cpuc.ca.gov



ADVICE LETTER SUMMARY

ENERGY UTILITY



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

Company name/CPUC Utility No.: Bear Valley Electric Service, Inc (913-E)

Utility type:

- ELC GAS WATER
 PLC HEAT

Contact Person: Ronald Moore
 Phone #: (909) 394-3600 x682
 E-mail: ronald.moore@gswater.com
 E-mail Disposition Notice to: Nquan@gswater.com

EXPLANATION OF UTILITY TYPE
 ELC = Electric GAS = Gas WATER = Water
 PLC = Pipeline HEAT = Heat

(Date Submitted / Received Stamp by CPUC)

Advice Letter (AL) #: 413-E

Tier Designation: 2

Subject of AL: Bear Valley Electric Service, Inc. Proposed Establishment of Rule 24, Electric Vehicle Infrastructure, and Preliminary Statement, Electric Vehicle Infrastructure Memorandum Account, to Implement Assembly Bill 841

Keywords (choose from CPUC listing): Compliance, Rules, Preliminary Statement, Memorandum Account

AL Type: Monthly Quarterly Annual One-Time Other:

If AL submitted in compliance with a Commission order, indicate relevant Decision/Resolution #:

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: 6/30/21

No. of tariff sheets:

Estimated system annual revenue effect (%):

Estimated system average rate effect (%):

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 A

Service affected and changes proposed¹:

Pending advice letters that revise the same tariff sheets: 390-E, 391-EA, 411-E and 412-E

¹Discuss in AL if more space is needed.

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

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

Name: Nguyen Quan
Title: Regulatory Affairs Manager
Utility Name: Bear Valley Electric Service, Inc
Address: 630 E. Foothill Blvd
City: San Dimas State: California
Telephone (xxx) xxx-xxxx: (909) 394-3600 x664
Facsimile (xxx) xxx-xxxx: (909) 394-7427
Email: RegulatoryAffairs@bvesinc.com; nquan@gswater.com

Name: Ronald Moore
Title: Senior Regulatory Analyst
Utility Name: Bear Valley Electric Service, Inc
Address: 630 E. Foothill Blvd
City: San Dimas State: California
Telephone (xxx) xxx-xxxx: (909) 394-3600 x682
Facsimile (xxx) xxx-xxxx: (909) 394-7427
Email: RegulatoryAffairs@bvesinc.com; zeng.zhu@bvesinc.com



Bear Valley Electric Service, Inc.
P.O. Box 9028
San Dimas, CA 91773-9028
A Subsidiary of American States Water Company

March 1, 2021

Advice Letter No. 413-E

Bear Valley Electric Service, Inc. (U 913 E)

California Public Utilities Commission

SUBJECT: Request to Establish Rule No. 24 - Electric Vehicle Infrastructure, and a new Electric Vehicle Infrastructure Rule Memorandum Account (“EVIMA”), pursuant to Assembly Bill (“AB”) 841.

Bear Valley Electric Service, Inc. (“BVES”) hereby submits for approval by the California Public Utilities Commission (“Commission” or “CPUC”) modifications to its electric tariffs, as shown in Attachment A.

PURPOSE

In compliance with the requirements of Public Utilities Code Section 740.19(c), enacted into law by Assembly Bill (AB) 841, BVES submits this Tier 2 advice letter to establish Rule No. 24- Electric Vehicle Infrastructure (“Rule No. 24”) and the Electric Vehicle Infrastructure Memorandum Account (“EVIMA”). Rule No. 24 describes eligibility, installation, ownership and maintenance responsibilities, and cost allocation for certain electric vehicle distribution infrastructure, as defined by Public Utilities Code Section 740.19(c). The Electric Vehicle Infrastructure Rule Memorandum Account (“EVIMA”) will track incremental expenses and capital revenue requirements associated with the actual incremental capital costs associated with the design and deployment of electrical distribution infrastructure on the utility side of the customer’s meter for customers installing separately metered infrastructure to support electric vehicle charging stations, other than those in single-family residences, from the effective date of Rule No. 24 in 2021 to the effective date of BVES’s next General Rate Case (“GRC”) (anticipated to be filed in April 2022), as required by Public Utilities Code Section 740.19(c).

This Advice Letter (“AL”) is in compliance with Assembly Bill (“AB”) 841, which was codified in Public Utilities Code Section 740.19.

BACKGROUND

On September 30, 2020, Assembly Bill (AB) 841 was enacted into law. AB 841 added Public Utilities Code Section 740.19(c), which directs each electrical corporation to submit an advice letter to create a new tariff or rule that authorizes the respective Investor-Owned Utility to design and deploy all electrical distribution infrastructure on

the utility-side of the meter supporting separately metered Electric Vehicle charging sites other than those in single-family residences, and to recover the costs in its General Rate Cases similar to other electric distribution costs. As interim treatment, Section 740.19(c) also requires each IOU to track in a memorandum account certain costs incurred by the IOU prior to the implementation date of rates approved in the next GRC decision for that IOU, and to recover the costs, subject to a reasonableness review, in the decision adopting the next GRC revenue requirement for that IOU.

Public Utilities Code Section 740.19(a) states:

(a) The purpose of this section is to change the commission practice of authorizing the electrical distribution infrastructure located on the utility side of the customer meter needed to charge electric vehicles on a case-by-case basis to a practice of considering that infrastructure and associated design, engineering, and construction work as core utility business, treated the same as other distribution infrastructure authorized on an ongoing basis in the electrical corporation's general rate case. The commission should not relegate charging electric vehicles to a lower status than any other use of electricity for which the electrical corporation provides distribution infrastructure. The commission shall continue to require each electrical corporation to provide an accurate and full accounting of all expenses related to electrical distribution infrastructure as it relates to this section, and apply appropriate penalties to the extent an electrical corporation is not accurately tracking all expenses.

740.19(b) defines electrical distribution infrastructure as including “poles, vaults, service drops, transformers, mounting pads, trenching, conduit, wire, cable, meters, other equipment as necessary, and associated engineering and civil construction work.”

COMPLIANCE

BVES RULE NO. 24- ELECTRIC VEHICLE INFRASTRUCTUREINFRASTRUCTURE

Public Utilities Code Section 740.19 requested BVES to file an advice letter for Commission review regarding electrical distribution infrastructures supporting electric vehicle charging stations by February 28, 2021.

Specifically, Public Utilities Code Section 740.19(c) states:

(c) Not later than February 28, 2021, each electrical corporation shall file an advice letter pursuant to Section 5.1 of General Order 96-B, for, and not later than June 30, 2021, the commission shall approve, a new tariff or rule that authorizes each electrical corporation to design and deploy all electrical distribution infrastructure on the utility side of the customer's meter for all customers installing separately metered infrastructure to support charging stations, other than those in single-family residences. The advice letter and the commission's approval shall provide that costs incurred by the electrical corporation between January 1, 2021, and the implementation date of rates approved in the next general rate case decision for that electrical corporation shall be tracked in a memorandum account and recovered, subject to a reasonableness review, in the decision

adopting the next general rate case revenue requirement for that electrical corporation. Each electrical corporation shall recover its subsequent revenue requirement for this work through periodic general rate case proceedings. In those proceedings, the costs shall be treated like those costs incurred for other necessary distribution infrastructure. The new tariff shall replace the line extension rules currently used (as of July 1, 2020) and any customer allowances established shall be based on the full useful life of the electrical distribution infrastructure. The commission may revise the policy described in subdivision (a) and this subdivision after the completion of the general rate case cycle of the electrical corporation following the one during which the advice letter was filed if a determination is made that a change in the policy is necessary to ensure just and reasonable rates for ratepayers.

BVES proposes to establish Rule No. 24- Electric Vehicle Infrastructure, which sets forth the tariff rule to design and deploy all electrical distribution infrastructure necessary on the utility side of the meter to support electric vehicle service equipment or charging stations for all customers other than those in single-family residences.

-Applicability

Consistent with Section 740.19(c), Rule 24 is applicable to all customers other than single-family residences installing separately metered infrastructure necessary to serve electric vehicle (EV) load only. Rule 24 is not applicable to customers who intend to participate in any of BVES's existing Charge Ready Programs or customers with projects that include EV load and non-EV load on the same meter.

-Participation Requirement

For projects to be eligible under Rule 24, BVES will require customers to demonstrate that they have secured the required customer-side equipment to provide electric vehicle charging service at the project site. Customers receiving service under Rule 24 must commit to keeping the electric vehicle service equipment in service for five years and must be served on an applicable General Service Time-of-Use rate offered by BVES.

-Utility Responsibility

Under Rule 24, BVES will design, install, own, and maintain all the electrical distribution infrastructure on the utility-side of the meter. BVES will be responsible for the costs of all the electrical distribution infrastructure up to the meter, including, but not limited to, labor and installation, materials, trenching, and excavation, utility-side permitting, rights checks and easements, and civil work.

-Customer Responsibility

Customers will install, own, and maintain all the infrastructure on the customer-side of the meter including the electric vehicle service, meter pedestal and/or panel.

Full details of each of the provisions noted above can be found in BVES's Rule 24.

-ELECTRIC VEHICLE INFRASTRUCTURE MEMORANDUM ACCOUNT (EVIMA)

Pursuant to Section 740.19(c), BVES will track any costs incurred associated with its proposed Rule No.24 beginning January 1, 2021 in the EVIMA. In the interim period between January 1, 2021 and the approval date of this advice letter, BVES will track any incurred costs in a spreadsheet or other appropriate format. Upon approval of this advice letter, BVES will transfer any interim tracked costs into the EVIMA. BVES will seek reasonableness review and recovery of the amounts recorded in the EVIMA in its next General Rate Case proceeding or any other proceeding deemed appropriate by the Commission.

PROPOSED NEW TARIFFS

The proposed Rule 24- Electric Vehicle Infrastructure and the proposed Electric Vehicle Infrastructure Memorandum Account are attached to this advice letter as Attachment A.

TIER DESIGNATION

This advice letter is submitted with a Tier 2 designation.

EFFECTIVE DATE

BVES respectfully requests this advice letter become effective no later than June 30, 2021. After the Commission's approval, BVES will begin implementing its Rule 24 six months after the Commission's approval of this advice letter.

NOTICE AND PROTESTS

A protest is a document objecting to the granting in whole or in part of the authority sought in this advice letter. A response is a document that does not object to the authority sought, but nevertheless presents information that the party tendering the response believes would be useful to the CPUC in acting on the request.

A protest must be mailed within 20 days of the date the CPUC accepts the advice letter for filing. The Calendar is available on the CPUC's website at www.cpuc.ca.gov.

A protest must state the facts constituting the grounds for the protest, the effect that approval of the advice letter might have on the protestant, and the reasons the protestant believes the advice letter, or a part of it, is not justified. If the protest requests an evidentiary hearing, the protest must state the facts the protestant would present at an evidentiary hearing to support its request for whole or partial denial of the advice letter.

The utility must respond to a protest within five days.

All protests and responses should be sent to:

California Public Utilities Commission, Energy Division
ATTN: Tariff Unit
505 Van Ness Avenue
San Francisco, CA 94102
E-mail: EDTariffUnit@cpuc.ca.gov

Copies should also be mailed to the attention of the Director, Energy Division, Room 4004 (same address above).

Copies of any such protests should be sent to this utility at:

Bear Valley Electric Service, Inc.
ATTN: Nguyen Quan
630 East Foothill Blvd.
San Dimas, CA 91773
Fax: 909-394-7427
E-mail: RegulatoryAffairs@bvesinc.com

If you have not received a reply to your protest within 10 business days, contact Nguyen Quan at (909) 394-3600 ext. 664.

Correspondence:

Any correspondence regarding this compliance filing should be sent by regular mail or e-mail to the attention of:

Nguyen Quan
Manager, Regulatory Affairs
Bear Valley Electric Service, Inc.
630 East Foothill Blvd.
San Dimas, California 91773
Email: RegulatoryAffairs@bvesinc.com

The protest shall set forth the grounds upon which it is based and shall be submitted expeditiously. There is no restriction on who may file a protest.

Sincerely,

/s/Ronald Moore

Regulatory Affairs Department
Bear Valley Electric Service, Inc.

cc: Edward Randolph, Director, Energy Division
Franz Cheng, Energy Division
R. Mark Pocta, California Public Advocates Office

BVES General Order 96-B Service List

Cal P.U.C. Sheet No.	Title of Sheet	Cancelling Cal P.U.C. Sheet No.
3003-E	Rule No. 24 ELECTRIC VEHICLE INFRASTRUCTURE Sheet 1	
3004-E	Rule No. 24 ELECTRIC VEHICLE INFRASTRUCTURE Sheet 2	
3005-E	Rule No. 24 ELECTRIC VEHICLE INFRASTRUCTURE Sheet 3	
3006-E	Rule No. 24 ELECTRIC VEHICLE INFRASTRUCTURE Sheet 4	
3007-E	Rule No. 24 ELECTRIC VEHICLE INFRASTRUCTURE Sheet 5	
3008-E	Rule No. 24 ELECTRIC VEHICLE INFRASTRUCTURE Sheet 6	
3009-E	Rule No. 24 ELECTRIC VEHICLE INFRASTRUCTURE Sheet 7	
3010-E	Rule No. 24 ELECTRIC VEHICLE INFRASTRUCTURE Sheet 8	
3011-E	Rule No. 24 ELECTRIC VEHICLE INFRASTRUCTURE Sheet 9	
3012-E	Rule No. 24 ELECTRIC VEHICLE INFRASTRUCTURE Sheet 10	
3013-E	Rule No. 24 ELECTRIC VEHICLE INFRASTRUCTURE Sheet 11	
3014-E	Rule No. 24 ELECTRIC VEHICLE INFRASTRUCTURE Sheet 12	
3015-E	Rule No. 24 ELECTRIC VEHICLE INFRASTRUCTURE Sheet 13	
3016-E	Rule No. 24 ELECTRIC VEHICLE INFRASTRUCTURE Sheet 14	

Cal P.U.C. Sheet No.	Title of Sheet	Cancelling Cal P.U.C. Sheet No.
3017-E	Rule No. 24 ELECTRIC VEHICLE INFRASTRUCTURE Sheet 15	
3018-E	Rule No. 24 ELECTRIC VEHICLE INFRASTRUCTURE Sheet 16	
3019-E	PRELIMINARY STATEMENTS Sheet 1	
3020-E	Table of Contents Sheet 2	2968-E
3021-E	Table of Contents Sheet 1	3002-E

Rule No. 24
ELECTRIC VEHICLE INFRASTRUCTURE

A. APPLICABILITY

This Rule is applicable to all Electrical Distribution Infrastructure or Electric Vehicle (EV) Service Extensions on the utility side of the meter for all Customers or Applicants, excluding single-family residences, installing separately metered infrastructure to exclusively support Charging Stations for EV. For purposes of this Rule, Electrical Distribution Infrastructure includes EV Service Extensions as defined in Sections B.3 and I of this Rule.¹ This Rule is not applicable to Applicants who intend to participate in any of BVES's current Charge Ready Programs, such as Charge Ready Transport Program and Charge Ready 2, authorized by the California Public Utilities Commission (CPUC) prior to the effective date of this Rule. Eligibility. To be eligible for this Rule, Applicant must purchase and install qualified Electric Vehicle Supply Equipment (EVSE) or Charging Stations in the quantity approved by BVES in BVES's sole discretion.² Applicant must agree to maintain and operate the EVSE or Charging Stations associated with this Rule for a minimum period of five years.

Incidental Load. An exception to the requirement that eligible meters are to be dedicated exclusively to EV charging is that appliances and apparatus that solely serve the overall EV infrastructure of the site and no other use may be included as load on the EV-dedicated meter.

The eligible Incidental Load must be limited to devices directly needed to solely support the EV infrastructure and charging uses of the site itself. The added load included on the EV meter must not include load from any non-EV charging infrastructure facilities, appliances or apparatus.

B. GENERAL

1. Design and Installation. BVES will be responsible for planning, designing, engineering and installing the Electrical Distribution Infrastructure using BVES's standards for material, design, and construction.

a. Construction and Design Specifications, Standards, Terms, and Conditions for New Extension of Service Project

(1) In compliance with Section 783 of the Public Utilities Code, BVES will apply only those construction and design specifications, standards, terms, and conditions that are applicable to a new extension of service project for the 18 months following the date the application for a new extension of service project is approved.

¹ Certain words beginning with capital letters are defined either within the provisions of this Rule or in BVES's Rule 1.

² For Applicants that are considered EVSE manufacturers, a proof of commitment to install the EVSE or Charging Station is required.

(Continued)

Advice Letter No. 413-E
Decision No. _____

Issued By
Paul Marconi
President

Date Filed March 1, 2021
Effective June 30, 2021
Resolution No. _____

Rule No. 24
ELECTRIC VEHICLE INFRASTRUCTURE

B. GENERAL (Continued)

- (2) BVES may adopt modifications to those construction and design specifications, standards, terms, and conditions applicable to a new extension-of-service project only in accordance with any of the following:
 - (a) An order or decision of the CPUC or any other state or federal agency with jurisdiction.
 - (b) A work order issued by BVES to implement construction or design changes necessitated by a Customer-driven scope of work modification.
 - (c) A material-related design change identified by BVES to remedy a construction material defect that could pose a risk to public safety.
- (3) Approval date of a new extension of service application refers to the earlier of either the effective date of the contract for the extension of electric service or the date when BVES first invoices the Customer for the extension of electric service. "Invoice" to mean when BVES presents an offer to the Customer for the extension of service in response to an application for an extension of service submitted pursuant to the regulations of the CPUC and applicable specifications of BVES.
2. Electrical Distribution Infrastructure. Pursuant to Public Utilities Code Section 740.19(b), the term Electrical Distribution Infrastructure shall include poles, vaults, service drops, transformers, mounting pads, trenching, conduit, wire, cable, meters, other equipment as necessary, and associated engineering and civil construction work.
3. EV Service Extension. BVES's EV Service Extension shall consist of (a) primary or secondary underground or overhead service conductors, (b) poles to support overhead service conductors, (c) service transformers, (d) BVES-owned Metering equipment, and (e) other BVES-owned service related equipment.
4. Ownership. The Electrical Distribution Infrastructure and EV Service Extension installed under the provision of this Rule shall be owned, operated, and maintained by BVES.
5. Private Lines. BVES shall not be required to serve any Applicant from Distribution Line Extension or EV Service Extension facilities that are not owned, operated, and maintained by BVES.

(Continued)

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Rule No. 24
ELECTRIC VEHICLE INFRASTRUCTURE

B. GENERAL (Continued)

6. Special or Added Facilities. Any special or added facilities BVES agrees to install at the request of Applicant will be installed at Applicant's expense in accordance with BVES's Rule 2, Description of Service.

7. Contracts. Each Applicant requesting service may be required to execute a written contract(s) prior to BVES performing its work to establish service.

8. Distribution Line Extension. Whenever BVES's distribution system is not complete to the point designated by BVES where the EV Service Extension is to be connected to BVES's distribution system, the extension of Distribution Line facilities will be installed in accordance with Rule 15, Distribution Line Extensions.

9. Rights-of-Way: Rights-of-way or easements may be required by BVES to install the Electrical Distribution Infrastructure and EV Service Extension, the cost of which will be borne by BVES.

a. EV Service Extensions. If the EV Service Extension must cross property owned by a third party to serve the Applicant, then BVES may, at its option, install such EV Service Extension after appropriate rights-of-way or easements, satisfactory to BVES are obtained.

b. Distribution Line Extensions. If BVES's facilities installed on Applicant's property, or third-party property, will be or are designed to serve adjacent property, then BVES may, at its option, install its facilities after appropriate rights-of-way or easements, satisfactory to BVES, are obtained.

c. Clearances. Any necessary rights-of-way or easements for BVES's facilities shall have provision to maintain legal clearances from adjacent structures.

10. Environmental Studies or Issue Mitigation. Environmental studies or issue mitigation may be required by BVES to install the Electrical Distribution Infrastructure and EV Service Extension, the cost of which will be borne by the Applicant.

(Continued)

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Rule No. 24
ELECTRIC VEHICLE INFRASTRUCTURE

B. GENERAL (Continued)

11. Access to Applicant's Premises. BVES shall have the right to enter and leave Applicant's Premises for Non-Emergency purposes connected with the furnishing of electric service (e.g. meter reading, inspection, testing, routine repairs, replacement, maintenance, vegetation management, etc.). When necessary, BVES will make prior arrangements with Applicant for gaining access to Applicant's Premises. For Emergency purposes only, BVES may enter Applicant's Premises at all times, without notice to Applicant, and may exercise any and all rights secured to it by law, or under BVES's tariffs. These rights include, but are not limited to:
- a. The use of a BVES-approved locking device, if Applicant desires to prevent unauthorized access to his/her property containing BVES's facilities;
 - b. Safe and ready access for BVES personnel free from unrestrained animals; and
 - c. Unobstructed ready access for BVES's vehicles and equipment to install, remove, repair, or maintain its facilities, and removal of any and all of its property installed on Applicant's Premises after the termination of service.
12. Service Connections. Only personnel duly authorized by BVES are allowed to connect or disconnect service conductors to or from BVES's Distribution Lines, remove meters unless as allowed under Rule 22, Direct Access, remove BVES-owned Electrical Distribution Infrastructure and EV Service Extension, or perform any work upon BVES-owned existing facilities. Installation of passive, non-electrically connected monitoring devices on or near the meter by non-BVES personnel is permitted. Customer is fully responsible for damage to BVES Facilities resulting from the installation of such device. BVES may remove such device if the device creates a safety hazard, interferes with meter functionality or meter reading procedures, and/or if it is necessary to permit work upon BVES-owned facilities, including the meter. BVES is not responsible for validating any data produced from these devices.
13. General Location. The location of the Electrical Distribution Infrastructure and EV Service Extension shall extend:
- a. Franchise Area. From the point of connection at the Distribution Line to Applicant's nearest property line abutting upon any street, highway, road, or right-of-way, along which it already has, or will install distribution facilities; and
 - b. Private Property. On private property, along the shortest, most practical and available route (clear of obstructions) as necessary to reach a Service Delivery Point designated by BVES.

(Continued)

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Rule No. 24
ELECTRIC VEHICLE INFRASTRUCTURE

B. GENERAL (Continued)

14. Limitation: The length and normal route of the Electrical Distribution Infrastructure and EV Service Extension will be determined by BVES according to its planning, designing, and engineering standards and considered as the distance along the shortest, most practical, available and acceptable route.

C. METERING

1. General: The meter and associated metering equipment installed under this Rule shall solely serve the EV load and Incidental Load directly needed to solely support the EV infrastructure and charging uses of the site itself.
- a. Meter All Usage. Delivery of all electric power and energy will be metered, unless otherwise provided for by BVES's tariff schedules or by other applicable laws.
- b. Meter Location. All meters and associated metering equipment shall be located at some protected location on Applicant's Premises as approved by BVES.
- c. Meter Ownership. BVES shall own and maintain all meters and associated metering equipment unless otherwise allowed by BVES's tariffs.
2. Number of Meters. Only one meter will be installed for a single non-residential enterprise on a single Premises, except:
- a. When otherwise required or allowed under BVES's tariffs;
- b. At the option of and as determined by BVES, for its operating convenience, consistent with its engineering design;
- c. When required by law or local ordinance; or
- d. When additional services are granted by BVES.

A single meter is required for each single enterprise operating in one building or group of buildings or other development on a single Premises such as, but not limited to, a commercial business, school campus, industrial manufacturer, or recreational vehicle park, unless otherwise approved by BVES.

(Continued)

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Rule No. 24
ELECTRIC VEHICLE INFRASTRUCTURE

D. EV SERVICE EXTENSIONS

1. Number of EV Service Extensions. BVES will not normally provide more than one EV Service Extension, including associated facilities, either overhead or underground for any one building or group of buildings, for a single enterprise on a single Premises, except:
 - a. Tariffs. Where otherwise allowed or required under BVES's tariffs;
 - b. BVES Convenience. At the option of and as determined by BVES, for its operating convenience, consistent with its engineering design for different voltage and phase classification, or when replacing an existing service;
 - c. Ordinance. Where required by ordinance or other applicable law, for such things as fire pumps, fire alarm systems, etc.; or
 - d. Other. BVES may charge for additional services provided under this paragraph, as special or added facilities.
2. Underground Installations.
 - a. Underground Required: Underground EV Service Extensions (1) shall be installed where required to comply with applicable tariff schedules, laws, ordinances, or similar requirements of governmental authorities having jurisdiction, and (2) may be necessary as determined by BVES where Applicant's load requires a separate transformer installation of 300 kVa or greater.
 - b. Underground Optional. An underground EV Service Extension may be installed in an area where it is not otherwise required and when requested by Applicant and agreed upon by BVES. The cost of which will be paid for by the Applicant.
 - c. Beginning August 2, 2010, BVES will no longer accept requests under the Added Facilities provision of Rule 2, Section H, for underground distribution systems that call for specified pieces of electrical equipment to be installed in below-ground structures in circumstances where it is technically feasible to install the equipment above ground. See BVES's Rule 2, Section H.4, for more details.

(Continued)

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Rule No. 24
ELECTRIC VEHICLE INFRASTRUCTURE

D. EV SERVICE EXTENSIONS (Continued)

3. Overhead Installations. Overhead EV Service Extensions are permitted except under the circumstances specified in Section D.2.a above.
4. Unusual Site Conditions. In cases where Applicant's building is located a considerable distance from the available Distribution Line or where there is an obstruction or other deterrent obstacle or hazard such as plowed land, ditches, or inaccessible security areas between BVES's Distribution Line and Applicant's building or facility to be served that would prevent BVES from prudently installing, owning, and maintaining its EV Service Extensions, BVES may at its discretion, waive the normal Service Delivery Point location. In such cases, the Service Delivery Point will be at such other location on Applicant's property as may be mutually agreed upon; or, alternatively, the Service Delivery Point may be located at or near Applicant's property line as close as practical to the available Distribution Line.

E. RESPONSIBILITIES FOR NEW ELECTRIC DISTRIBUTION INFRASTRUCTURE AND EV SERVICE EXTENSION

1. BVES Responsibilities. In accordance with BVES's design, specifications, and requirements for the installation of Electric Distribution Infrastructure and EV Service Extensions, BVES is responsible for the following including any costs:
 - a. Excavation. All necessary trenching, backfilling, and other digging as required including permit fees.
 - b. Conduit and Substructures. Furnishing, installing, owning, and maintaining all Conduits (including pull wires) and Substructures on Applicant's Premises or BVES's Franchise Area (or rights-of-way, if applicable) as necessary to install the Service Extension.
 - c. Protective Structures: Furnishing, installing, owning, and maintaining all necessary Protective Structures as specified by BVES for BVES's facilities on Applicant Premises. Any decorative or custom protective structures shall be the responsibility of the Applicant to install, own, and maintain.

(Continued)

Advice Letter No. 413-E
Decision No. _____

Issued By
Paul Marconi
President

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Resolution No. _____

Rule No. 24
ELECTRIC VEHICLE INFRASTRUCTURE

E. RESPONSIBILITIES FOR NEW ELECTRIC DISTRIBUTION ... (Continued)

1. BVES Responsibilities (Continued)

- d. Underground Service. A set of service conductors to supply permanent service from the Distribution Line source to the Service Delivery Point approved by BVES.
- e. Riser Materials. Any necessary pole riser material for connecting underground services to an overhead Distribution Line.
- f. Overhead Service. A set of overhead service conductors and support poles to supply permanent service from a Distribution Line source to a suitable support at the Service Delivery Point approved by BVES. Such support shall be of a type and located such that service wires may be installed in accordance with good engineering practice and in compliance with all applicable laws, ordinances, rules, and regulations including those governing clearances and points of attachment.
- g. Metering. When the meter is owned by BVES will be responsible for the necessary instrument transformers where required, test facilities, meters, associated metering equipment, and the metering enclosures when BVES elects to locate metering equipment at a point that is not accessible to Applicant.
- h. Transformer. The transformer where required, including any necessary switches, capacitors, electrical protective equipment, etc. When either a padmounted or overhead transformer is installed on Applicant's Premises, the Service Extension shall include the primary conductors from the connection point at the distribution supply line to the transformer and the secondary conductors, if any, from the transformer to the Service Delivery Point.
- i. Government Inspection. BVES will establish electric service to Applicant following notice from the governmental authority having jurisdiction that the Applicant-owned facilities have been installed and inspected in accordance with any applicable laws, codes, ordinances, rules, or regulations, and are safe to energize.

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E. RESPONSIBILITIES FOR NEW ELECTRIC DISTRIBUTION...(Continued)

2. Applicant Responsibilities. In accordance with BVES's design, specifications, and requirements for the installation of the Electric Distribution Infrastructure or EV Service Extensions, subject to BVES's inspection and approval, Applicant is responsible for the following including the costs:

a. Clear Route. Providing a route on any private property that is clear of obstructions which would inhibit the construction of either underground or overhead EV Service Extensions

b. Applicant's Facility Design and Operations. Applicant shall be solely responsible to plan, design, install, own, maintain, and operate facilities and equipment beyond the Service Delivery Point (except for BVES-owned metering facilities), including obtaining any relevant authority having jurisdiction (AHJ) permit, in order to properly receive and utilize the type of electric service available from BVES. Refer to BVES's Rule 2 for a description, among other things, of:

- (1) Available service delivery voltages and the technical requirements and conditions to qualify for them,
- (2) Customer utilization voltages,
- (3) Load balancing requirements,
- (4) Requirements for installing electrical protective devices,
- (5) Loads that may cause service interference to others, and
- (6) Motor starting limitations.

c. Required Service Equipment. Applicant shall, at its sole liability, risk, and expense, be responsible to furnish, install, own, maintain, inspect, and keep in good and safe condition, all facilities of any kind or character on Applicant's Premises that are not the responsibility of BVES but are required by BVES for Applicant to receive service. Such facilities shall include but are not limited to the overhead or underground termination equipment, Conduits, service entrance conductors from the Service Delivery Point to the location of BVES's metering facilities, connectors, meter sockets, meter and instrument transformer housing, service switches, circuit breakers, fuses, relays, wireways, metered conductors, machinery and apparatus of any kind or character. Detailed information on BVES's service equipment requirements will be furnished by BVES.

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ELECTRIC VEHICLE INFRASTRUCTURE

E. RESPONSIBILITIES FOR NEW ELECTRIC DISTRIBUTION...(Continued)

2. Applicant Responsibilities (Continued)

- d. Coordination of Electrical Protective Devices. When, as determined by BVES, Applicant's load is of sufficient size as to require coordination of response time characteristics between Applicant's electrical protective devices (circuit breakers, fuses, relays, etc.) and those of BVES, it shall be Applicant's responsibility to provide such coordination in accordance with BVES's Rule 2.
- e. Liability. BVES shall incur no liability whatsoever, for any damage, loss or injury occasioned by:
- (1) Applicant-owned equipment or Applicant's transmission and delivery of energy, or
 - (2) The negligence, omission of proper protective devices, want of proper care, or wrongful act of Applicant, or any agents, employees, or licensees of Applicant, on the part of Applicant in installing, maintaining, using, operating, or interfering with any such conductors, lines, machinery, or apparatus.
- f. Facility Tampering. Applicant shall provide a suitable means acceptable to BVES for placing its seals on meter rings and covers of service enclosures and instrument transformer enclosures which protect unmetered energized conductors installed by Applicant. All BVES-owned meters and enclosure covers will be sealed only by BVES's authorized employees and such seals shall be broken only by BVES's authorized employees. However, in an emergency, BVES may allow a public authority or other appropriate party to break the seal. Any unauthorized tampering with BVES-owned seals or connection of Applicant-owned facilities to unmetered conductors at any time is prohibited and is subject to the provisions of BVES's Rule 11 for unauthorized use.
- g. Transformer Installations on Applicant's Premises. Transformer installations on Applicant's Premises shall be as specified by BVES and in accordance with the applicable provisions in BVES's Rule 16, Section D.1.g.
- h. Building Code Requirements. Any service equipment and other related equipment owned by Applicant, as well as any vault, room, enclosure, or lifting facilities for the installation of transformers shall conform with applicable laws, codes, and ordinances of all governmental AHJ.

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ELECTRIC VEHICLE INFRASTRUCTURE

E. RESPONSIBILITIES FOR NEW ELECTRIC DISTRIBUTION...(Continued)

2. Applicant Responsibilities (Continued)

- i. Reasonable Care. Applicant shall exercise reasonable care to prevent BVES's Service Extension, other BVES facilities, and meters owned by BVES or others on the Applicant's Premises from being damaged or destroyed, and shall refrain from interfering with BVES's operation of the facilities and shall notify BVES of any obvious defect. Applicant may be required to provide and install suitable mechanical protection (barrier posts, etc.) as required by BVES.
- j. Corrective Action. In cases where the EV Service Facilities have become inaccessible or hazardous condition exist or any object becomes impaired under any applicable laws, ordinances, rules, or regulations of BVES or public authorities, the Applicant or owner shall, at Applicant's or owner's expense, either correct the access or clearance infractions or pay BVES its total estimated cost to relocate its facilities to a new location which is acceptable to BVES. Applicant or owner shall also be responsible for the expense to relocate any equipment which Applicant owns and maintains. Failure to comply with corrective measures within a reasonable time may result in discontinuance of service.

3. Installation. BVES will perform all design and installation work required to install EV Service Extensions.

F. PAYMENTS

Applicant is responsible to pay BVES the following non-refundable costs as applicable under this Rule and in advance of BVES commencing its work:

1. Tax. Any payments or contribution of facilities by Applicant are taxable Contributions in Aid of Construction (CIAC) and shall include an Income Tax Component of Contribution (ITCC) for state and federal tax at the rate provided in BVES's Preliminary Statement.
2. Environmental Studies or Issue Mitigation. Environmental studies or issue mitigation may be required by BVES to install the Electrical Distribution Infrastructure or EV Service Extension.
3. Other. BVES's total estimated installed cost for any work it performs that is Applicant's responsibility or performs for the convenience of Applicant.

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Rule No. 24
ELECTRIC VEHICLE INFRASTRUCTURE

G. RESPONSIBILITIES FOR EXISTING ELECTRIC DISTRIBUTION INFRASTRUCTURE AND EV SERVICE EXTENSION (N)

1. Service Reinforcement

a. BVES Owned. When BVES determines that its existing Electric Distribution Infrastructure and EV Service Extension require replacement, the existing Electric Distribution Infrastructure and EV Service Extension shall be replaced as a new EV Service Extension under the provisions of this Rule. (C)

b. Applicant-Owned. When BVES determines that existing Applicant-owned service facilities (installed under Rule 16) require replacement, such replacement shall be accomplished under the provisions for a new EV Service Extension, except that if BVES determines that any portion of Applicant's existing service conductors can be utilized by BVES, Applicant will convey any such usable part to BVES and an appropriate credit by BVES may be allowed to Applicant. Applicant will replace or reinforce that portion of the Service Extension which Applicant will continue to own under the provisions of this Rule for new services. (C)

2. Service Relocation of Rearrangement

a. BVES Convenience. When, in the judgment of BVES, the relocation or rearrangement of a service, including BVES-owned transformers, is necessary for the maintenance of adequate service or for the operating convenience of BVES normally will perform such work at its own expense, except as provided in Sections G.2.b. and G.5 of this Rule.

b. Applicant Convenience. Any relocation or rearrangement of BVES's existing Service Facilities at the request of Applicant (aesthetics, building additions, remodeling, etc.) and agreed upon by BVES shall be performed in accordance with Section D above except that Applicant shall pay BVES its total estimated costs.

In all instances, BVES shall abandon or remove its existing facilities, at the option of the Applicant, at the time of the relocation or rearrangement.

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ELECTRIC VEHICLE INFRASTRUCTURE

G. RESPONSIBILITIES FOR EXISTING ELECTRIC DISTRIBUTION...(Continued)

3. Impaired Access and Clearance. Whenever BVES determines that (1) its existing EV Service Extensions have become inaccessible for inspecting, operating, maintenance, meter reading, or testing, or (2) a hazardous condition exists or any of the required clearances between the existing EV Service Extension and any object becomes impaired under any applicable laws, ordinances, rules, or regulations of BVES or public authorities, then the Applicant or owner shall, at Applicant's or owner's expense, either correct the access or clearance infractions or pay BVES its total estimated cost to relocate its facilities to a new location which is acceptable to BVES. Applicant or owner shall also be responsible for the expense to relocate any equipment which Applicant owns and maintains. Failure to comply with corrective measures within a reasonable time may result in discontinuance of service.
4. Overhead to Underground Service Conversion
 - a. Rule 20. Where an existing overhead Distribution Line is replaced by an underground distribution system in accordance with Rule 20, Replacement of Overhead With Underground Electric Facilities, new underground services will be installed under Rule 16, Service Extensions.
 - b. Applicant's Convenience. Where overhead services are replaced by underground services for Applicant's convenience, Applicant shall perform all Excavation, furnish and install all Substructures, and pay BVES its total estimated installed cost to complete the new service and remove the overhead facilities.
5. Damaged Facilities. When BVES's facilities are damaged by others, the repair will be made by BVES at the expense of the party responsible for the damage. Applicants are responsible for repairing their own facilities.

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G. RESPONSIBILITIES FOR EXISTING ELECTRIC DISTRIBUTION...(Continued)

6. Subdivision of Premises. When BVES's Electric Distribution Infrastructure and EV Service Extension are located on private property and such private property is subsequently subdivided into separate Premises with ownership divested to other than Applicant or Customer, the subdivider is required to provide BVES with adequate rights-of-way satisfactory to BVES for its existing facilities and to notify property owners of the subdivided Premises of the existence of the rights-of-way.

When adequate rights-of-way are not granted as a result of the property subdivision, BVES shall have the right, upon written notice to Applicant, to discontinue service without obligation or liability. The existing owner, Applicant, or Customer shall pay to BVES the total estimated cost of any required relocation or removal of BVES's facilities. A new electric service will be re-established in accordance with the provisions of Section E above or Rule 16 for new service and the provisions of any other applicable BVES rules.

H. EXCEPTIONAL CASE

When the application of this Rule appears impractical or unjust to either party, or ratepayers, BVES or Applicant may refer the matter to the Commission for a special ruling or for approval of special conditions which may be mutually agreed upon.

I. DEFINITIONS

Applicant: A person or agency requesting BVES to deliver or supply electric service. Also referred to as Customer.

Charging Station: The equipment that interconnects the electricity grid at a Premises to the Electric Vehicle, whether using alternating current (AC) or direct current (DC), but not including the Electric Distribution Infrastructure. Charging Station is sometimes referred to as Electric Vehicle Supply Equipment (EVSE).

Conduit: Ducts, pipes or tubes of certain metals, plastics and other materials acceptable to BVES (including pull wires and concrete encasement where required) for the installation and protection of electric wires or cables.

Customer: See Applicant.

Distribution Line Extension: New distribution facilities of BVES that is a continuation of, or branch from, the nearest available existing permanent Distribution Line (including any facility rearrangements and relocations necessary to accommodate the Distribution Line Extension) to the point of connection of the last service. BVES's Distribution Line Extension includes transmission underbuilds and converting an existing single-phase line to three-phase in order to furnish three-phase service to an Applicant, but excludes service transformers, meters and services.

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Rule No. 24
ELECTRIC VEHICLE INFRASTRUCTURE

I. DEFINITIONS (Continued)

Electrical Distribution Infrastructure: Pursuant to Public Utilities Code Section 740.19(b), the term Electrical Distribution Infrastructure shall include poles, vaults, service drops, transformers, mounting pads, trenching, conduit, wire, cable, meters, other equipment as necessary, and associated engineering and civil construction work.

Electric Vehicle: An electric vehicle is any vehicle that utilizes electricity from external sources of electrical power, including the grid, for all or part of vehicles, vessels, trains, boats, or other equipment (e.g., aircraft, forklifts, port equipment) that are mobile sources of air pollution and greenhouse gases. Types of electric vehicles include, but are not limited to, plug-in hybrid electric vehicles (PHEV), battery electric vehicles (BEV), electric golf carts, or neighborhood electric vehicles (NEV), transit buses, drayage, vocation, short-haul fleets, port applications, ground equipment supporting goods movement, ground support equipment at airports, and long-haul truck stop applications to minimize the idling of diesel engines.

Emergency: Whenever, in BVES's discretion, a condition exists, that, if left uncorrected, could result in harm to personnel, damage to equipment, loss of system integrity or when any other hazardous condition exists or whenever access is necessary for emergency service restoration, and such immediate action is necessary to protect persons, BVES's facilities or property of others from damage, or due to the failure of a protective device to operate properly, or a malfunction of any electrical system equipment or a component part thereof.

Excavation: All necessary trenching, backfilling, and other digging to install Distribution Line Extension or Service Extension facilities, including furnishing of any imported backfill material and disposal of soil as required, surface repair and replacement, landscape repair and replacement.

Franchise Area: Public streets, roads, highways, and other public ways and places where BVES has a legal right to occupy under franchise agreements with governmental bodies having jurisdiction.

Incidental Load: The incidental load is limited to devices directly needed solely to support the EV infrastructure and charging uses of the site itself. The added load included on the EV meter must not include load from any non-EV charging infrastructure facilities, appliances or apparatus.

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

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Rule No. 24
ELECTRIC VEHICLE INFRASTRUCTURE

I. DEFINITIONS (Continued)

Protective Structures: Fences, retaining walls (in lieu of grading), sound barriers, posts, or barricades and other structures as required by BVES to protect distribution equipment.

Service Delivery Point: Where BVES's Service Facilities are connected to either Applicant's conductors or other service termination facility designated and approved by BVES.

Electric Vehicle Service Extension (EV Service Extension): The overhead and underground primary or secondary facilities (including, but not limited to BVES-owned Service Facilities and Applicant-owned service facilities) extending from the point of connection at the Distribution Line to the Service Delivery Point. When an underground EV Service Extension is supplied from a BVES-designated overhead pole, the beginning point of connection to BVES's Distribution Line shall be where the EV Service Extension is connected to BVES's overhead Distribution Line conductors.

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

Trenching: See Excavation.

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PRELIMINARY STATEMENTS

Part VV. Electric Vehicle Infrastructure Memorandum Account (EVIMA)

(N)

a. Purpose

Pursuant to Assembly Bill (AB) 841 (Stats. 2020, Ch. 372), the EVIMA is established to track the BVES-incurred costs of all electrical distribution infrastructure on the utility side of the customer's meter for all customers installing separately metered infrastructure to support charging stations, other than those in single-family residences. This memo account applies to costs incurred by BVES related to electric vehicle infrastructure installed under the provisions of Rule 24 between January 1, 2021, and the implementation date of BVES's next general rate case, currently anticipated to be April 2022. Costs that are eligible for recovery as part of the ratemaking approved in BVES's current Transportation Electrification Programs, such as Charge Ready Transport and Charge Ready 2 Programs, do not apply to this account.

Per AB 841, electrical distribution infrastructure shall include poles, vaults, service drops, transformers, mounting pads, trenching, conduit, wire, cable, meters, other equipment as necessary, and associated engineering and civil construction work.

b. Accounting Procedure

The EVIMA monthly entries should be as follows:

1. A debit entry equal to BVES's recorded Operations and Maintenance expenses incurred for BVES Electric Rule 24 and compliance with Public Utilities Code Section 740.19(c);
2. A debit entry equal to BVES's recorded incremental capital-related revenue requirement (including depreciation, applicable taxes, and an authorized rate of return on recorded rate base) incurred for BVES Electric Rule 24 and compliance with Public Utilities Code Section 740.19(c);
3. An entry to record interest by applying one-twelfth of the three month Commercial Paper rate (expressed as an annual rate) as reported in the Federal Reserve Statistical Release, H.15, or its successor publication to the EVIMA's average monthly balance.

c. Disposition

Costs tracked in the EVIMA shall be separately reviewed for reasonableness in BVES's next general rate case or any other proceeding deemed appropriate by the Commission and, upon approval, transferred to the Distribution subaccount of the Base Revenue Requirement Balancing Account (BRRBA) for recovery in customers' rates.

(N)

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(Continued)

Advice Letter No. 413-E
 Decision No. _____

Issued By
Paul Marconi
President

Date Filed March 1, 2021
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