

PUBLIC UTILITIES COMMISSION

505 VAN NESS AVENUE  
SAN FRANCISCO, CA 94102-3298



January 22, 2020

**Advice Letter 5557-G**

Ronald van der Leeden  
Director, Regulatory Affairs  
Southern California Gas Company  
555 W. Fifth Street, GT14D6  
Los Angeles, CA 90013-1011

**SUBJECT: Modification of Schedule No. G-NGV.**

Dear Mr. van der Leeden:

Advice Letter 5557-G is effective as of January 18, 2020.

Sincerely,

A handwritten signature in cursive script that reads "Edward Randolph".

Edward Randolph  
Deputy Executive Director for Energy and Climate Policy/  
Director, Energy Division



**Ronald van der Leeden**  
Director  
Regulatory Affairs

555 W. Fifth Street, GT14D6  
Los Angeles, CA 90013-1011  
Tel: 213.244.2009  
Fax: 213.244.4957  
[RvanderLeeden@socalgas.com](mailto:RvanderLeeden@socalgas.com)

December 19, 2019

Advice No. 5557  
(U 904 G)

Public Utilities Commission of the State of California

**Subject: Modification of Schedule No. G-NGV**

Southern California Gas Company (SoCalGas) hereby requests approval from the California Public Utilities Commission (Commission) to modify Schedule No. G-NGV, Natural Gas Service for Motor Vehicles, as described in Attachment A.

**Purpose**

The purpose of this Advice Letter is to modify Schedule No. G-NGV so the rate schedule is applicable to fueling motor vehicles with hydrogen created from pipeline natural gas.

**Background**

In the early 1990s, the Commission initiated Order Instituting Investigation (I.) 91-10-029/Order Initiating Rulemaking (R.) 91-10-028 with the intent to investigate “electric and natural gas utility involvement in the market for low-emission vehicles (LEVs).” LEVs were not defined by propulsion technology but by low criteria pollutant emission levels.<sup>1</sup> Decision (D.) 93-07-054 established policy guidelines and requested Investor-Owned Utilities file special application six-year cycle LEV Program funding proposals. D.93-07-054 stated “...we articulated several objectives of a long-term policy regarding utility involvement in the market for LEVs. Utility involvement, we declared, should facilitate the energy, air quality, and transportation goals of the state...” and “...all

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<sup>1</sup> Per I.91-10-029/R.91-10-028, “the term LEV is used generically to describe the following four categories of low-emission light duty vehicles established by the California Air Resources Board’s September 1990 Low-Emission Vehicles and Clean Fuels regulations: Transitional Low-Emission Vehicles (TLEV), Low-Emission Vehicles (LEV), Ultra-Low-Emission Vehicles (ULEV), and Zero-Emission Vehicles (ZEV).”

parties indicated support of California's goals to improve air quality, promote energy efficiency, and encourage alternative modes of transportation. To that end, all parties also encouraged and supported the development of the market for alternative vehicle fuels as one means of achieving these goals." At the time, Natural Gas Vehicles and Electric Vehicles were the only commercially available forms of LEVs.

The current version of Schedule No. G-NGV was developed as a result of D.95-11-035, which directed the utilities to "reflect the direct and fully allocated long-run marginal cost of the service being provided." Earlier versions of Schedule No. G-NGV were "experimental" or "incentive" rates. The cost-based G-NGV rate is established as part of SoCalGas' Triennial Cost Allocation Proceeding, most recently by D.16-10-004. The rate reflects the full cost of service for customers taking natural gas service for the purpose of fueling motor vehicles.

Since Schedule No. G-NGV was first established, it has been available to customers who take natural gas service to fuel motor vehicles. Today, SoCalGas serves 336 G-NGV meters, with projected annual volumes of almost 157 million therms per year, equivalent to almost 126 million gasoline gallon equivalents.<sup>2</sup> Based on data from the California Air Resources Board (CARB), almost 78% of natural gas used to fuel motor vehicles is renewable natural gas.<sup>3</sup>

On January 26, 2018, Governor Edmund Brown, Jr. issued Executive Order B-48-18. Executive Order B-48-18 states, in part, the following:

IT IS HEREBY ORDERED that all State entities work with the private sector and all appropriate levels of government to put at least 5 million zero-emission vehicles on California roads by 2030...spur the construction and installation of 200 hydrogen fueling stations...streamline zero-emission vehicle infrastructure installation processes wherever possible...  
IT IS FURTHER ORDERED that all State entities, in carrying out programs under their authorities, shall collaborate with stakeholders to implement this order, including but not limited to taking the following actions: ...Ensure...hydrogen fueling are affordable and more accessible to all drivers....

Public Utilities Code Section 740.3.(a) states, in part, the following:

"...The commission...shall evaluate and implement policies to promote the development of equipment and infrastructure needed to facilitate the use of electric power and natural gas to fuel low-emission vehicles...."

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<sup>2</sup> G-NGV meter count effective as of the end of September 2019. Annual volume based on year to date actual figures through August 2018.

<sup>3</sup> CARB, Low Carbon Fuel Standard Quarterly Data Spreadsheet (October 31, 2019), Q2 2019 fuel dispensed figures, <https://ww3.arb.ca.gov/fuels/lcfs/lrtgsummaries.htm>.

## **Discussion**

Based on recent policies further encouraging the use of near-zero and zero emission vehicles to reduce greenhouse gas and criteria air pollutant emissions, it is expected that demand for hydrogen to fuel hydrogen fuel cell electric vehicles (FCEVs) will increase. In fact, the CARB projects 23,600 FCEVs in California by 2021 and 47,200 by 2024.<sup>4</sup> Therefore, it is critical that utility tariffs facilitate the use of hydrogen and other alternative fuels assisting the state in meeting climate and air quality goals is consistent with the Governor's recent Executive Order, California statute, and earlier Commission decisions. This tariff modification is an initial step to help address the hydrogen fuel availability shortfall identified by the California Energy Commission.<sup>5</sup>

Customers that purchase natural gas for the purpose of fueling motor vehicles with compressed natural gas (CNG) or hydrogen encounter similar costs of utility service. Regardless of the fuel produced, natural gas must be delivered to a dedicated G-NGV meter, and consequently, the cost of natural gas procurement and transportation are essentially the same. Some customers may even decide to produce both CNG and hydrogen at the same location.

## **Modifications to Schedule No. G-NGV**

SoCalGas requests Commission approval to make three modifications to Schedule No. G-NGV to allow for this rate schedule to be applicable to customers who take natural gas service for the purpose of fueling motor vehicles, as described below. The modifications are intended to ensure that customers may take natural gas service under this rate for the conditioning or conversion to hydrogen for the sole purpose of fueling motor vehicles. The intent is that the rate would be available to customers that may choose to install equipment in order to create hydrogen from natural gas for the use in fueling hydrogen-powered vehicles. Separate metering will continue to be required for natural gas used for fueling motor vehicles.

- Modify the Applicability section as follows:

Applicable to the sale of natural gas at the customer's premises (G-NGU, G-NGC and G-NGUC rates) and to the transportation of customer-owned gas (GT-NGU rate) for ~~the purpose of fueling use in~~ motor vehicles ~~on-site~~. Service under this schedule shall be classified as end-use priority 1 or 2A in accordance with Rule No. 23.

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<sup>4</sup> Joint Staff Report on Assembly Bill 8: 2018 Annual Assessment of Time and Cost Needed to Attain 100 Hydrogen Refueling Stations in California. Available at:

<https://ww2.energy.ca.gov/2018publications/CEC-600-2018-008/CEC-600-2018-008.pdf>

<sup>5</sup> *Id.* at 35.

- Modify the description of the Customer-Funded Fueling Station Rate as follows:

Compression of natural gas to the pressure required, conditioning, and/or conversion of natural gas for its use as a motor vehicle fuel will be performed by the customer using customer's equipment at the customer's designated premises.

- Modify Special Condition 5 (Separate Metering) as follows:

Service for the purpose of fueling motor vehicles NGVs will require separate metering from other gas uses the customer may have if service is taken under this Schedule. All gas used for NGVs, with the exception of NGV home refueling, is required to be under Schedule No. G-NGV. Gas used for NGV home refueling may be under the G-NGV rate schedule or under the applicable individually metered residential rate schedule.

## **Protests**

Anyone may protest this Advice Letter to the Commission. The protest must state the grounds upon which it is based, including such items as financial and service impact, and should be submitted expeditiously. The protest must be made in writing and received within 20 days of the date of this Advice Letter, which is January 8, 2020. The address for mailing or delivering a protest to the Commission is:

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

Copies of the protest should also be sent via e-mail to the Energy Division Tariff Unit ([EDTariffUnit@cpuc.ca.gov](mailto:EDTariffUnit@cpuc.ca.gov)). A copy of the protest should also be sent via both e-mail and facsimile to the address shown below on the same date it is mailed or delivered to the Commission.

Attn: Ray Ortiz  
Tariff Manager - GT14D6  
555 West Fifth Street  
Los Angeles, CA 90013-1011  
Facsimile No.: (213) 244-4957  
E-mail: [ROrtiz@socalgas.com](mailto:ROrtiz@socalgas.com)

**Effective Date**

SoCalGas believes this Advice Letter should be classified as Tier 2 (effective after staff approval) pursuant to General Order (GO) 96-B. SoCalGas respectfully requests that this submittal be approved on January 18, 2020, which is 30 days after the date submitted.

**Notice**

A copy of this Advice Letter is being sent to SoCalGas' GO 96-B service list and the Commission's service list for A.18-07-024. Address change requests to the GO 96-B should be directed via e-mail to [tariffs@socalgas.com](mailto:tariffs@socalgas.com) or call 213-244-3387. For changes to all other service lists, please contact the Commission's Process Office at 415-703-2021 or via e-mail at [Process\\_Office@cpuc.ca.gov](mailto:Process_Office@cpuc.ca.gov).

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Ronald van der Leeden  
Director – Regulatory Affairs

Attachments



# ADVICE LETTER SUMMARY

## ENERGY UTILITY



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

Company name/CPUC Utility No.:

Utility type:

ELC       GAS       WATER  
 PLC       HEAT

Contact Person:

Phone #:

E-mail:

E-mail Disposition Notice to:

EXPLANATION OF UTILITY TYPE

ELC = Electric      GAS = Gas      WATER = Water  
PLC = Pipeline      HEAT = Heat

(Date Submitted / Received Stamp by CPUC)

Advice Letter (AL) #:

Tier Designation:

Subject of AL:

Keywords (choose from CPUC listing):

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:

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:

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:

Service affected and changes proposed<sup>1</sup>:

Pending advice letters that revise the same tariff sheets:

<sup>1</sup>Discuss in AL if more space is needed.

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

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

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

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



ATTACHMENT A  
Advice No. 5557

| Cal. P.U.C.<br>Sheet No. | Title of Sheet   | Cancelling Cal.<br>P.U.C. Sheet No. |
|--------------------------|--|-------------------------------------|
| Revised 56991-G          | Schedule No. G-NGV, NATURAL GAS<br>SERVICE FOR MOTOR VEHICLES, (Includes<br>G-NGU, G-NGUC, G-NGC and GT-NGU Rates),<br>Sheet 1 | Revised 56984-G                     |
| Revised 56992-G          | Schedule No. G-NGV, NATURAL GAS<br>SERVICE FOR MOTOR VEHICLES, (Includes<br>G-NGU, G-NGUC, G-NGC and GT-NGU Rates),<br>Sheet 3 | Revised 52062-G                     |
| Revised 56993-G          | Schedule No. G-NGV, NATURAL GAS<br>SERVICE FOR MOTOR VEHICLES, (Includes<br>G-NGU, G-NGUC, G-NGC and GT-NGU Rates),<br>Sheet 4 | Revised 52063-G                     |
| Revised 56994-G          | Schedule No. G-NGV, NATURAL GAS<br>SERVICE FOR MOTOR VEHICLES, (Includes<br>G-NGU, G-NGUC, G-NGC and GT-NGU Rates),<br>Sheet 5 | Revised 55063-G                     |
| Original 56995-G         | Schedule No. G-NGV, NATURAL GAS<br>SERVICE FOR MOTOR VEHICLES, (Includes<br>G-NGU, G-NGUC, G-NGC and GT-NGU Rates),<br>Sheet 6 |                                     |
| Revised 56996-G          | TABLE OF CONTENTS  | Revised 56988-G                     |
| Revised 56997-G          | TABLE OF CONTENTS  | Revised 56990-G                     |

Schedule No. G-NGV

Sheet 1

NATURAL GAS SERVICE FOR MOTOR VEHICLES  
 (Includes G-NGU, G-NGUC, G-NGC and GT-NGU Rates)

APPLICABILITY

Applicable to the sale of natural gas at the customer's premises (G-NGU, G-NGC and G-NGUC rates) and to the transportation of customer-owned gas (GT-NGU rate) for the purpose of fueling motor vehicles on-site. Service under this schedule shall be classified as end-use priority 1 or 2A in accordance with Rule No. 23.

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TERRITORY

Applicable throughout the service territory.

RATES

|  |                    |                     |
|--|--------------------|---------------------|
|  | <u>P-1 Service</u> | <u>P-2A Service</u> |
| <u>Customer Charge</u> , per month ..... | \$13.00            | \$65.00             |

Commodity and Transmission Charges

Customer-Funded Fueling Station

Compression of natural gas to the pressure required, conditioning, and/or conversion of natural gas for use as a motor vehicle fuel will be performed by the customer using customer's equipment at the customer's designated premises.

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Rate, uncompressed per therm

|   |              |                             |                             |
|---|--------------|-----------------------------|-----------------------------|
|   | <u>G-NGU</u> | <u>G-NGUC</u> <sup>1/</sup> | <u>GT-NGU</u> <sup>2/</sup> |
| <u>Procurement Charge</u> : <sup>3/</sup> ..... | 38.067¢      | 40.818¢                     | N/A                         |
| <u>Transmission Charge</u> : .....              | 19.223¢      | 19.223¢                     | 19.223¢                     |
| <u>Uncompressed Commodity Charge</u> : .....    | 57.290¢      | 60.041¢                     | 19.223¢                     |

<sup>1/</sup> Applicable only the first 12 months of service for non-residential core transportation customers with qualifying load who consumed over 50,000 therms in the last 12 months, unless such customer was returned to utility procurement because their gas supplier is no longer doing any business in California.

<sup>2/</sup> Applicable to transportation-only service, including Core Aggregation Transportation service.

<sup>3/</sup> This charge is applicable for service to Utility Procurement Customers and include the G-CPNR Procurement Charge as shown in Schedule No. G-CP, which is subject to change monthly, as set forth in Special Condition 4.

(Continued)

(TO BE INSERTED BY UTILITY)  
 ADVICE LETTER NO. 5557  
 DECISION NO. D.93-07-054

ISSUED BY  
**Dan Skopec**  
 Vice President  
 Regulatory Affairs

(TO BE INSERTED BY CAL. PUC)  
 SUBMITTED Dec 19, 2019  
 EFFECTIVE Jan 18, 2020  
 RESOLUTION NO. \_\_\_\_\_

Schedule No. G-NGV

Sheet 3

NATURAL GAS SERVICE FOR MOTOR VEHICLES  
 (Includes G-NGU, G-NGUC, G-NGC and GT-NGU Rates)

(Continued)

RATES (Continued)

Late Payment Charge

A late payment charge may be added to a customer's bill whenever a customer fails to pay for services under this schedule as set forth in Rule No. 12, Payment of Bills, and for CAT customers, as set forth in Rule No. 32.

Additional Charges

Rates may be adjusted to reflect any applicable taxes, franchise fees or other fees, regulatory surcharges, and interstate or intrastate pipeline charges that may occur.

SPECIAL CONDITIONS

Applicable to Both Procurement and Transportation-Only Customers

1. Definitions: The definitions of the principal terms used in this schedule are found either herein or in Rule No. 1, Definitions.
2. Number of Therms: The number of therms to be billed shall be determined in accordance with Rule No. 2.
3. Interruption of Service: Service under this schedule is subject to interruption in whole or in part without notice in case of actual or anticipated shortage of natural gas resulting from an insufficient supply, inadequate transmission or delivery capacity or facilities or storage requirements. The Utility will not be liable for damages occasioned by interruption of service supplied under this schedule. Such interruption of service shall be made in accordance with Rule No. 23.
4. Rate Changes: The Utility will file core procurement rate changes on the last business day of each month to become effective on the first calendar day of the following month, except the Cross-Over Rate, which will be filed on or before the 9<sup>th</sup> calendar day of each month to be effective on the 10<sup>th</sup> calendar day of each month.
5. Separate Metering: Service for the purpose of fueling motor vehicles will require separate metering from other gas uses the customer may have if service is taken under this Schedule. All gas used for NGVs, with the exception of NGV home refueling, is required to be under Schedule No. G-NGV. Gas used for NGV home refueling may be under the G-NGV rate schedule or under the applicable individually metered residential rate schedule.

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(Continued)

(TO BE INSERTED BY UTILITY)  
 ADVICE LETTER NO. 5557  
 DECISION NO. D.93-07-054

ISSUED BY  
**Dan Skopec**  
 Vice President  
 Regulatory Affairs

(TO BE INSERTED BY CAL. PUC)  
 SUBMITTED Dec 19, 2019  
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 RESOLUTION NO. \_\_\_\_\_

Schedule No. G-NGV

Sheet 4

NATURAL GAS SERVICE FOR MOTOR VEHICLES  
(Includes G-NGU, G-NGUC, G-NGC and GT-NGU Rates)

(Continued)

SPECIAL CONDITIONS (Continued)

Applicable to Both Procurement and Transportation-Only Customers (Continued)

- 6. Utility Service Agreement: Core customers using over 250,000 therms/year who wish to take transportation-only service to their single facility must execute a Master Services Contract (Form No. 6597) and Schedule A, Intrastate Transmission Service (Form 6597-1). Customers wishing to aggregate service for multiple core facilities must execute an Energy Service Provider Agreement (Form No. 6536-A).
- 7. Term of Service: The term of service hereunder is one month except the following: Customers previously taking transportation-only service who elect to return to utility procurement service, including CAT customers using over 50,000 therms in the last 12 months, shall be obligated to the cross-over procurement rate for a period of one year as further defined in Schedule No. G-CP. Upon expiration of the applicable one-year or five-year commitment, the customer shall be on a month-to-month term thereafter.
- 8. Change of Customer's Apparatus or Equipment: In the event customers make any material change, either in the amount or character of gas appliances or associated equipment, written notice to the Utility must be made in accordance with Rule No. 29, Change of Customer's Apparatus or Equipment.
- 9. California Air Resources Board (ARB) Fuel Regulations: Due to ARB fuel specification regulations, the Utility may not be able to provide natural gas for motor vehicle refueling in some areas of its service territory without some additional location-specific equipment requirements. Therefore customers intending to provide or use natural gas as a motor vehicle fuel must inform the Utility of such intentions prior to such provision or use. The Utility and the customer will determine what location-specific equipment requirements, if any, are needed to satisfy ARB fuel regulations for the provision of NGV service.

Applicable to Transportation-Only Customers

- 10. Transportation-Only Service Option: Customers electing this service option must make arrangements for the purchase and delivery of gas supplies to the SoCalGas system to be transported by the Utility as set forth in Rule No. 32. The GT-NGU rate is available to non-residential core customers with a minimum usage of 250,000 therms annually, either through an individual meter or from a group of end use meters, where each end use meter is classified as core usage and located within the Utility's service territory. Core customers who do not meet the above minimum may opt to aggregate their loads with other core customers and contract for core aggregation service from an authorized Core Transport Agent (CTA), as set forth in Rule No. 32.

(Continued)

(TO BE INSERTED BY UTILITY)  
 ADVICE LETTER NO. 5557  
 DECISION NO. D.93-07-054

ISSUED BY  
**Dan Skopec**  
 Vice President  
 Regulatory Affairs

(TO BE INSERTED BY CAL. PUC)  
 SUBMITTED Dec 19, 2019  
 EFFECTIVE Jan 18, 2020  
 RESOLUTION NO. \_\_\_\_\_

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Schedule No. G-NGV

Sheet 5

NATURAL GAS SERVICE FOR MOTOR VEHICLES  
(Includes G-NGU, G-NGUC, G-NGC and GT-NGU Rates)

(Continued)

SPECIAL CONDITIONS (Continued)

Applicable to Transportation-Only Customers (Continued)

11. Core Transport Agent Agreement for Core Aggregation Service (Form 6536-A): Customers who meet a minimum transportation requirement of 250,000 therms per year and elect to receive service under this schedule directly from SoCalGas rather than through a CTA must execute Form 6536-A and all the provisions of Rule No. 32 shall apply.
12. Gas Transportation Rules: Transportation service under this schedule is subject to the terms and conditions established in Rule No. 30, Transportation of Customer-Owned Gas, and Rule No. 32, Core Aggregation Transportation.
13. Gas Imbalance Service: Transportation Imbalance Service shall be provided to the customer, the customer's ESP or marketer/shipper under Schedule No. G-IMB.
14. Customer Responsible for Billing Under Core Aggregation Transportation: The customer is ultimately responsible for the payment of billing charges assessed to the customer's aggregator for services rendered under this schedule. See Rule No. 32 for further details.
15. Gas Exchange Arrangements: Customers having existing gas exchange arrangements with the Utility must exchange the maximum amount of gas allowable under those arrangements prior to the delivery of customer-owned natural gas to the Utility for transportation, unless otherwise agreed to by the Utility.
16. Core Aggregation Transportation Customer Notices and Billing: SoCalGas shall continue to read customer meters, send customers legally required notices and bill inserts pursuant to Public Utilities Code 454(a), and provide customers with all other regular SoCalGas services. This includes direct billing, unless the customer specifies in the electronic Service Request DASR effective with the implementation of D.98-02-108, that SoCalGas bill the ESP or marketer/shipper for all charges.
17. Disputed Bills: All disputes between customers and their Aggregator shall be resolved solely by customers and the Aggregator, and such disputes shall not be subject to Commission jurisdiction. All disputes between the Utility and customers or between the Utility and Aggregators shall be subject to Commission jurisdiction.

(Continued)

(TO BE INSERTED BY UTILITY)  
ADVICE LETTER NO. 5557  
DECISION NO. D.93-07-054

ISSUED BY  
**Dan Skopec**  
Vice President  
Regulatory Affairs

(TO BE INSERTED BY CAL. PUC)  
SUBMITTED Dec 19, 2019  
EFFECTIVE Jan 18, 2020  
RESOLUTION NO. \_\_\_\_\_

Schedule No. G-NGV

Sheet 6

NATURAL GAS SERVICE FOR MOTOR VEHICLES  
(Includes G-NGU, G-NGUC, G-NGC and GT-NGU Rates)

(Continued)

SPECIAL CONDITIONS (Continued)

Applicable to Transportation-Only Customers (Continued)

18. Clean Transportation Rate Credit: The Clean Transportation Rate Credit was authorized by the CPUC in D.14-12-083 for returning to customers of Utility-Funded Fueling Stations the revenue arising from SoCalGas' sale of LCFS emissions credits. Additionally, Advice No. 5295 authorized SoCalGas to return to customers of Utility-Funded Fueling Stations contractually-shared net proceeds associated with Renewable Natural Gas (RNG) suppliers' sale of LCFS credits and Renewable Identification Number (RIN) credits generated by dispensing RNG at SoCalGas Utility-owned CNG stations. LCFS and RIN emissions credits are either generated when CNG vehicles refuel at utility owned CNG refueling stations or are assigned to SoCalGas by third-party customers or RNG suppliers. RIN credits are generated under the U.S. Environmental Protection Agency's (US EPA) Renewable Fuels Standard (RFS).

(TO BE INSERTED BY UTILITY)

ADVICE LETTER NO. 5557  
DECISION NO. D.93-07-054

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ISSUED BY

**Dan Skopec**  
Vice President  
Regulatory Affairs

(TO BE INSERTED BY CAL. PUC)

SUBMITTED Dec 19, 2019  
EFFECTIVE Jan 18, 2020

RESOLUTION NO. \_\_\_\_\_

TABLE OF CONTENTS

| <u>Schedule Number</u> | <u>Title of Sheet</u>  | <u>Cal. P.U.C. Sheet No.</u>                                       |
|------------------------|--|--|
| GR                     | Residential Service .....<br>(Includes GR, GR-C and GT-R Rates)  | 56976-G,56645-G,55620-G,55621-G,55622-G                            |
| GS                     | Submetered Multi-Family Service .....<br>(Includes GS, GS-C and GT-S Rates) .....                                      | 56613-G,56977-G,47112-G,42984-G<br>47113-G,47114-G                 |
| GM                     | Multi-Family Service .....<br>(Includes GM-E, GM-C, GM-EC,<br>GM-CC, GT-ME, GT-MC and all GMB Rates)                   | 42987-G,56978-G,56979-G,55624-G<br>41015-G,41016-G,41017-G,45295-G |
| G-CARE                 | California Alternate Rates for Energy (CARE) Program .....   | 44092-G,56273-G<br>48175-G,56274-G,42343-G,41899-G                 |
| GO-AC                  | Optional Rate for Customers Purchasing New Gas Air Conditioning<br>Equipment (Includes GO-AC and GTO-AC Rates) .....   | 56954-G,43154-G<br>40644-G,40645-G,40646-G                         |
| G-NGVR                 | Natural Gas Service for Home Refueling of Motor Vehicles<br>(Includes G-NGVR, G-NGVRC and GT-NGVR Rates) .....         | 56980-G,43000-G<br>43001-G   |
| GL                     | Street and Outdoor Lighting Natural Gas Service .....  | 56956-G,54819-G  |
| G-10                   | Core Commercial and Industrial Service<br>(Includes GN-10, 10C, and GT-10 Rates), .....                                | 46445-G,56981-G<br>56647-G,56615-G,53314-G,53315-G                 |
| G-AC                   | Core Air Conditioning Service for Commercial<br>and Industrial (Includes G-AC, G-ACC and<br>GT-AC Rates) .....         | 56982-G,43252-G,53316-G,53317-G                                    |
| G-EN                   | Core Gas Engine Water Pumping Service for Commercial<br>and Industrial (Includes G-EN, G-ENC and<br>GT-EN Rates) ..... | 56983-G,44077-G,53318-G,53319-G                                    |
| G-NGV                  | Natural Gas Service for Motor Vehicles .....   | 56991-G,55237-G,56992-G<br>56993-G,56994-G,56995-G                 |
| GO-ET                  | Emerging Technologies Optional Rate for<br>Core Commercial and Industrial .....  | 55212-G,43168-G,51152-G  |
| GTO-ET                 | Transportation-Only Emerging Technologies Optional<br>Rate for Core Commercial and Industrial .....                    | 55213-G,43169-G,51153-G  |
| GO-IR                  | Incremental Rate for Existing Equipment for<br>Core Commercial and Industrial .....                                    | 55214-G,43170-G,30208-G  |
| GTO-IR                 | Transportation-Only Incremental Rate for Existing Equipment for<br>Core Commercial and Industrial .....                | 55215-G,43171-G,30211-G  |
| GO-CMPR                | Compression Service .....  | 48859-G,48860-G,48861-G,48862-G,48863-G,48864-G                    |

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(Continued)

(TO BE INSERTED BY UTILITY)  
 ADVICE LETTER NO. 5557  
 DECISION NO. D.93-07-054

ISSUED BY  
**Dan Skopec**  
 Vice President  
 Regulatory Affairs

(TO BE INSERTED BY CAL. PUC)  
 SUBMITTED Dec 19, 2019  
 EFFECTIVE Jan 18, 2020  
 RESOLUTION NO. \_\_\_\_\_

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(TO BE INSERTED BY UTILITY)  
 ADVICE LETTER NO. 5557  
 DECISION NO. D.93-07-054

ISSUED BY  
**Dan Skopec**  
 Vice President  
 Regulatory Affairs

(TO BE INSERTED BY CAL. PUC)  
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