

**BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF CALIFORNIA**

Application of SAN DIEGO GAS & ELECTRIC)
COMPANY (U 902 E) for Approval of SB 350)
Transportation Electrification Proposals)
_____)

Application No. 17-01-_____
(Filed January 20, 2017)

**APPLICATION OF SAN DIEGO GAS & ELECTRIC COMPANY (U 902-E)
FOR AUTHORITY TO IMPLEMENT PRIORITY REVIEW AND STANDARD
REVIEW PROPOSALS TO ACCELERATE WIDESPREAD
TRANSPORTATION ELECTRIFICATION**

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January 20, 2017

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I. INTRODUCTION

Pursuant to Senate Bill 350 (“SB 350”), including California Public Utilities Code (“P.U. Code”) §§ 237.5, 740.8 and 740.12 and P.U. Code § 740.3, the “Assigned Commissioner’s Ruling Regarding the Filing of the Transportation Electrification Applications Pursuant to Senate Bill 350” (“ACR”) (issued in Rulemaking 13-11-007), and California Public Utilities Commission (“Commission”) Rules of Practice and Procedure, San Diego Gas & Electric Company (“SDG&E”) hereby submits this application (“Application”) for authorization to establish and implement six priority review projects and one standard review residential charging program, all of which are designed to accelerate widespread transportation electrification in SDG&E’s service territory, while maximizing grid efficiency with proper rate design. SDG&E is also seeking to establish balancing accounts to recover in rates the costs associated with each proposed priority review project and the standard review residential charging program.

Stakeholder support for SDG&E’s proposals is reflected in the letters attached in Appendix A, including letters from CalTrans, Cleantech San Diego, Center for Sustainable Energy, General Motors Company, International Brotherhood of Electrical Workers (“IBEW”) Local 569, Plug In America, San Diego Port Tenants Association, Terminalift, LLC, Dole Fresh Fruit Company,

TransPower, San Diego County Air Pollution Control District, San Diego County Regional Airport Authority, and San Diego Association of Governments. SDG&E expects that its proposals will generate additional stakeholder support, following the filing of this Application.

As described in more detail below and in the direct testimony supporting this Application, the six proposed priority review projects and one standard review residential charging program are complementary and when viewed as a portfolio are designed to achieve the following goals:

- facilitate rapid deployment of transportation electrification as a means to meet California’s aggressive greenhouse gas (“GHG”) reduction goals, thereby improving the health of all ratepayers and creating a cleaner environment;
- fill and/or jump start sectors within the EV market not significantly developed or currently lacking sustainable infrastructure or capital investment;
- create opportunities for private sector participation in the EV market by increasing EV-related demand (e.g., increased EV sales, increased need for charging and data collection infrastructure, increased need for a trained and qualified EV-related workforce);
- promote market integration by facilitating safe and equitable access to electricity as a transportation fuel, including for those living in disadvantaged communities, while improving the efficient use of SDG&E’s electric system;
- provide data that will help test and measure the flexibility of EV charging loads and the degree to which the efficient integration of EV loads can yield cost savings to all customers by avoiding future utility infrastructure additions,

increasing utilization of renewable resources, or more efficiently using the electric grid; and

- provide education and outreach to residential and commercial customers currently lacking the knowledge or experience necessary to reach the conclusion that investment in EVs or EV infrastructure is economical, safe and good for the public at large.

SDG&E believes that these objectives are consistent with Federal, State and regional policy objectives regarding transportation electrification, including those reflected in SB 350. More importantly, SDG&E believes it is uniquely positioned to implement the proposed priority review projects and residential charging program in a manner that will lead to reasonable success in meeting these goals. SDG&E's unique position is reflected in the following characteristics:

- Past Success: SDG&E has a long history of innovation and leadership in the area of implementing California's progressive renewable energy policies. For example, in June 2015, SDG&E became the first California investor owned utility ("IOU") to meet California's 33% renewable portfolio standard goal, achieving this milestone five years ahead of the State requirement. Indeed, by 2020, SDG&E anticipates that it will source 45% of its energy from renewable resources. SDG&E also collaborated with the federal EV Project funded under the American Recovery and Reinvestment Act to conduct a three year study of customer response to alternative EV rate designs.¹ SDG&E has also proposed innovative rate design structures to enable enhanced usage of renewable resources

¹ *Final Evaluation for San Diego Gas & Electric's Plug-in Electric Vehicle TOU Pricing and Technology Study* (February 20, 2014), <http://www.sdge.com/sites/default/files/documents/1681437983/SDGE%20EV%20%20Pricing%20%26%20Tech%20Study.pdf?nid=10666>.

and to encourage customers to align behavior with grid conditions in order to maximize benefits of clean energy.² In addition, with SDG&E’s new EcoChoiceSM option, customers can subscribe to receive up to 100% of their energy from renewable sources.³ More recently, in 2016, the Commission partnered with SDG&E in response to the Governor’s state of emergency and forecasts for peak energy shortages by expediting installation of 37.5 MW/150 MWh of energy storage, one of the largest battery storage projects to date.⁴ Regarding success specific to transportation electrification, on December 15, 2016, SDG&E announced that it had signed a memorandum of understanding with XL Hybrids to purchase up to 110 of their first-of-its-kind, plug-in electric hybrid truck systems between 2017 and 2020 to upgrade SDG&E’s fleet vehicles. This commitment is further enhanced by SDG&E’s current “Race to 500” campaign designed to have 500 employees use EVs as their primary form of transportation.⁵

- Ability to Help Ensure Equal Access: the Commission’s oversight of SDG&E, as an investor-owned utility (“IOU”), helps ensure equitable deployment of services and charging infrastructure at reasonable rates to all ratepayers, including those

² For example, pursuant to Decision (“D.”) 16-01-045, a new rate design will be implemented with the roll-out of SDG&E’s “Power Your Drive” program. SDG&E’s program is authorized to install up to 3,500 EV charging stations across its service territory in apartments, condos, and businesses.

³ SDG&E’s EcoChoiceSM, <http://www.sdge.com/environment/connected-to-the-sun/ecochoice>.

⁴ SDG&E Advice Letter (“AL”) 2924-E.

⁵ As of December 31, 2016, 319 employees have purchased or leased EVs.

living in disadvantaged communities. SDG&E demonstrated its commitment to serving disadvantaged communities in its VGI settlement.⁶

- Expertise at Grid Optimization: through innovative rate design with enabling technology, SDG&E continues to explore ways to efficiently integrate EV charging loads and renewable energy resources with the grid. This will not only enable drivers and fleet operators to take advantage of renewable resources to fuel their vehicles, but will help the State to decarbonize the grid, multiplying the environmental benefits of transportation electrification. These approaches will reduce the need for additional system capacity and infrastructure to serve EV loads, which will reduce the upward pressure on rates for all customers, not just those who purchase or lease an EV.
- Cost Effectiveness Obligation: per P.U. Code §740.12(b), SDG&E is required to propose projects that seek to minimize overall costs and maximize overall benefits.

As reflected in SB 350, if California’s aggressive GHG reduction goals are going to be met, development of transportation electrification throughout the State is one of the immediate steps that must be taken. According to the California Air Resources Board (“CARB”), the transportation sector accounts for 36% of all GHG emissions.⁷ In SDG&E’s service territory (which has far less agriculture, commercial and industrial load than the rest of the state),

⁶ D.16-01-045 at Finding of Fact 20 states, “[...] the participation payment will be waived for VGI facilities located at sites in disadvantaged communities; at least 10% of the VGI facilities will be installed in disadvantaged communities as identified by the CalEnviroScreen . . .”.

⁷ *California Air Resources Board, 2016 Edition – California GHG Emission Inventory* (June 17, 2016), https://www.arb.ca.gov/cc/inventory/pubs/reports/2000_2014/ghg_inventory_trends_00-14_20160617.pdf.

transportation accounts for approximately 50% of all GHG emissions.⁸ Light-duty vehicles in particular comprise 97%⁹ of all registered vehicles in San Diego County and are responsible for approximately 80%¹⁰ of combined on-road and off-road GHG emissions. In light of these facts and because SDG&E’s proposals in this Application comprise what it believes are measured, reasonable and compliant steps toward facilitating and managing the inevitable load transportation electrification represents, SDG&E respectfully requests expedited consideration of its six priority review projects (i.e., approval by Q3 2017). Regarding the standard review residential charging program, SDG&E is requesting approval by Q2 2018. All the proposals are described below.

II. SDG&E’S SIX PRIORITY REVIEW PROJECTS

SDG&E’s proposed priority review projects are summarized below and described in more detail in the supporting direct testimony.

- **Airport Ground Support Equipment** – SDG&E proposes to install charging ports, metering equipment, and data loggers in partnership with the San Diego International Airport and its tenants.
- **Electrify Local Highways** – SDG&E proposes to install Level 2 (“L2”) and DC Fast Chargers (“DCFCs”) located in or near disadvantaged communities at four Caltrans Park-and-Ride locations with existing plans for new construction and upgrades. A grid integrated rate will be offered to encourage charging at times beneficial to the grid.

⁸ *Energy Policy Initiatives Center (“EPIC”), San Diego County Updated Greenhouse Gas Inventory* (March 2013), <http://catcher.sandiego.edu/items/usdlaw/EPIC-GHG-2013.pdf>.

⁹ Proprietary IHS/Polk Data (2016).

¹⁰ *EPIC, San Diego County Updated Greenhouse Gas Inventory* (March 2013), p. 8, <http://catcher.sandiego.edu/items/usdlaw/EPIC-GHG-2013.pdf>. Details regarding how the 80% was calculated are included in the direct testimony of Randy Schimka (Chapter 3).

- **Medium Duty/Heavy Duty (“MD/HD”) and Forklift Port Electrification** – SDG&E proposes to install a combination of components such as electric vehicle supply equipment (“EVSE”), circuits, load research meters and data loggers, in collaboration with the San Diego Unified Port District and its tenants.
- **Fleet Delivery Services** – SDG&E proposes to install charging infrastructure to support electric delivery vehicles at approximately six locations. A grid integrated rate will be offered to encourage charging at times beneficial to the grid.
- **Green Taxi/Shuttle/Rideshare** – SDG&E proposes to provide charging infrastructure and vehicle incentives with a grid integrated rate to encourage taxi owners/companies, shuttle bus owners/companies, and rideshare drivers/companies to lease or purchase EVs. One of the five DCFC units proposed within this project will be integrated with energy storage and solar energy.
- **Dealership Incentives** – SDG&E proposes to offer EV education and incentives to dealerships and their salespeople to increase EV sales and enhance the associated customer experience.

SDG&E believes that these projects, as presented in the direct testimony, should be viewed as non-controversial and subject to priority approval, consistent with the ACR. Consistent with the ACR, these projects are also of a short duration (up to one year). Regarding the total estimated costs for these projects, they are summarized in the following chart. It should

be noted that these estimates are consistent with the ACR’s \$4 million per project cap and \$20 million total cap for all proposed priority review projects.¹¹

SDG&E SB 350 Priority Review Project Cost Estimate Summary			
Project Title	CapEx Cost Est.	O&M Cost Est.	Total Cost Est.
MD HD Port Electrification	\$ 1,840,575	\$ 565,000	\$ 2,405,575
Electrify Local Highway	\$ 3,309,212	\$ 690,788	\$ 4,000,000
Dealer Incentives	\$ -	\$ 1,790,000	\$ 1,790,000
Fleet Delivery	\$ 3,231,963	\$ 458,786	\$ 3,690,749
Taxi/Rideshare/Shuttle	\$ 2,456,287	\$ 1,010,918	\$ 3,467,205
Airport GSE	\$ 2,405,598	\$ 434,140	\$ 2,839,738
	\$ 13,243,635	\$ 4,949,631	\$ 18,193,266

SDG&E recognizes concerns regarding competition may be raised by utility participation and ownership in markets associated with some of the foregoing priority review projects. It should be noted, however, that these sectors were selected, in part, because a robust market has not yet substantially developed in these areas. Moreover, one of the goals of these projects is to jumpstart these segments by introducing relevant TE technology to serve as demonstrations and tests which, if successful, should lead to further private sector market participation and vehicle adoption. In conjunction with the oversight and support of the Commission, SDG&E believes the right balance between utility and private sector participation in the EV market can be achieved.

¹¹ Note that these estimated costs do not include adjustments for overhead loaders and escalation factors. As shown in the supporting testimony (see Chapter 6), after updating the capital and O&M costs with the appropriate adjustment factors, the total priority review project costs is \$26.428 million.

III. SDG&E'S STANDARD REVIEW RESIDENTIAL CHARGING PROGRAM

In order to meet California's aggressive goals regarding zero-emission vehicle ("ZEV")¹² adoption, as well as to decarbonize and promote the efficient use of the electric grid, SDG&E is proposing a residential charging program that will not only target SDG&E residential customers who have purchased or leased a ZEV, but customers who are contemplating purchasing a ZEV. This program will cover the cost of an in-home Level 2 ("L2") EVSE and a capped amount of installation and maintenance services by qualified electrical contractors affiliated with the IBEW. In turn, program participants will be required to sign up for a grid integrated rate for the entire residence, which will promote renewable energy development, efficient grid operations, and save customers money. Enrollments in the program are proposed to take place over five (5) years, with a goal of 90,000 L2 EVSEs installed, including at least 20% of installations specifically set aside for disadvantaged communities. As discussed in more detail in supporting testimony, SDG&E proposes installation of L2 EVSEs which are not only much more efficient and economical when compared to L1 EVSEs, they have the right characteristics to optimize use of the electric grid.

Regarding the total estimated costs for the residential charging program, they are summarized in the following chart.¹³

¹² According to the ZEV Action Plan, ZEVs include the following electric vehicle types: hydrogen fuel cell electric vehicles ("FCEVs") and plug-in electric vehicles ("PEVs"), which includes pure battery electric vehicles ("BEVs") and plug-in hybrid electric vehicles ("PHEVs"). Note, FCEVs are not included in SDG&E's proposals or in any analysis related to ZEVs included in this Application.

¹³ Note that these estimated costs do not include adjustments for overhead loaders and escalation factors. As shown in the supporting testimony (see Chapter 6), after updating the capital and O&M costs with the appropriate adjustment factors, the total standard review project cost is \$322.141 million.

SDG&E SB 350 Standard Review Project Cost Estimate Summary			
Project Title	CapEx Cost Est.	O&M Cost Est.	Total Cost Est.
Residential Charging	\$ 200,974,750	\$ 24,950,000	\$ 225,924,750

As with the priority review projects, SDG&E recognizes the concerns about competition that may be raised with respect to this residential charging program. That said, the main point of the program is to remove what SDG&E believes is a significant barrier to more rapid EV market growth: lack of consumer confidence in convenient and cost-effective charging. If successful, SDG&E expects that demand for EVs should grow, which will lead to market expansion opportunities for all market participants. Moreover, SDG&E believes the environmental, safety, equal access and grid management benefits associated with utility participation merit the Commission’s support. As with the priority review projects, and consistent with SB 350, SDG&E believes utility involvement will lead to market advances that benefit all market participants and all ratepayers.

IV. FUTURE PROPOSED PROJECTS

This Application’s request is limited to the six proposed priority review projects and the standard review residential charging program. However, in order to fully understand SDG&E’s vision in this area and consistent with the ACR, the following is a brief summary of additional projects SDG&E intends to pursue via future applications.

- **Buses** – SDG&E will propose to install charging infrastructure to support the growth of transit and shuttle bus markets. This project may include different utility ownership models and Vehicle to Grid (“V2G”) functionality.

- **Medium Duty/Heavy Duty (MD/HD) Electrification** – SDG&E will propose to provide charging infrastructure to support electrification of MD/HD vehicles.
- **Tourism** – SDG&E will propose to provide charging infrastructure throughout its service territory, with particular focus on the tourism industry and testing technology enablement.
- **Secondary Market** – SDG&E will look at opportunities in the EV secondary market, including stationary usage for old batteries and opportunities for increased transportation electrification adoption for disadvantaged communities.

V. **BRIEF DESCRIPTIONS OF SUPPORTING TESTIMONY**

In support of this Application, SDG&E includes the direct testimony of the following witnesses, organized by chapter as shown:

- Chapter 1: (Michael M. Schneider) provides an overview of SDG&E’s vision regarding transportation electrification and policy support for its priority review projects and standard review residential charging program;
- Chapter 2: (Linda P. Brown) describes how SDG&E’s priority review projects and standard review residential charging program are consistent and comply with California and Commission policy, including that reflected in SB 350 and the ACR;
- Chapter 3: (Randy Schimka) describes the specific details regarding the six priority review projects, including detailed cost forecasts;
- Chapter 4: (Randy Schimka) describes the specific details of the standard review residential charging program, including detailed cost forecasts;

- Chapter 5: (Cynthia Fang) describes the rate design proposals for the six priority review projects and one standard review residential charging program;
- Chapter 6: (Mike A. Calabrese) describes the revenue requirement methodology and resulting total proposed revenue requirement for the six priority review projects and one standard review residential charging program;
- Chapter 7: (Norma G. Jasso) describes the balancing accounts requested for recovering the costs of the six priority review projects and one standard review residential charging program; and
- Chapter 8: (J.C. Martin) describes the air quality impacts for the six priority review projects and one standard review residential charging program and cost-effectiveness analysis for the standard review residential program, including supporting analysis provided by third party consultant E3.

VI. STATUTORY AND PROCEDURAL REQUIREMENTS

A. Rule 2.1 (a) – (c)

In accordance with Rule 2.1 (a) – (c) of the Commission’s Rules of Practice and Procedure, SDG&E provides the following information.

1. Rule 2.1 (a) - Legal Name

SDG&E is a corporation organized and existing under the laws of the State of California. SDG&E is engaged in the business of providing electric service in a portion of Orange County and electric and gas service in San Diego County. SDG&E's principal place of business is 8330 Century Park Court, San Diego, California 92123. SDG&E's attorney in this matter is John A. Pacheco.

2. Rule 2.1 (b) - Correspondence

Correspondence or communications regarding this Application should be addressed to:

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3. Rule 2.1 (c)

a. Proposed Category of Proceeding

In accordance with Rule 7.1, SDG&E requests that this Application be categorized as ratesetting because SDG&E proposes to recover the costs for the six priority review projects and the one standard review residential charging program from its ratepayers, and the costs will thus influence SDG&E's rates.

b. Need for Hearings

SDG&E does not believe that approval of the proposed six priority review projects will require hearings. In accordance with the ACR (issued in Rulemaking 13-11-007), SDG&E has provided supporting testimony, analysis and documentation that provide the Commission with a sufficient record upon which to approve the proposed six priority review projects, including cost recovery for these projects. Regarding approval of the proposed standard review residential charging program, SDG&E believes hearings may be required.

c. Issues to be Considered

The issues to be considered are described in this Application and the accompanying testimony, including the attached appendices. Regarding safety considerations, based on current information, SDG&E's proposals will not result in any adverse safety impacts on the facilities or operations of SDG&E. Moreover, if approved, SDG&E intends to partner with skilled labor for all installations and maintenance activities that is trained specifically on EV charging equipment. All installed charging equipment will be safety-certified by a Nationally Recognized Testing Laboratory ("NRTL"). In addition, SDG&E will comply with all current safety laws, rules and procedures, including Electric Rule 21 and SDG&E's internal policies regarding the operation of EV charging infrastructure.

d. Proposed Schedule

SDG&E proposes the following schedule:

<u>ACTION</u>	<u>DATE</u>
SDG&E files Application	January 20, 2017
Responses/Protests Due	no sooner than Feb. 20, 2017
Reply to Responses/Protests	no sooner than March 2, 2017
Prehearing Conference	no later than March 10, 2017
Scoping Memo Issued	no later than March 24, 2017
Phase 1 Proposed Decision (“PD”) re Six Priority Review Projects	Q3 2017
Intervenor Testimony on Standard Review Residential Charging Program	Q4 2017
Concurrent Rebuttal Testimony on Standard Review Residential Charging Program	Q4 2017
Evidentiary Hearings on Standard Review Residential Charging Program	Q1 2018
Concurrent Opening Briefs on Standard Review Residential Charging Program	Q1 2018
Concurrent Reply Briefs on Standard Review Residential Charging Program	Q1 2018
Phase 2 PD on Standard Review Residential Charging Program	Q2 2018

B. Rule 2.2 – Articles of Incorporation

A copy of SDG&E’s Restated Articles of Incorporation as last amended, presently in effect and certified by the California Secretary of State, was filed with the Commission on September 10, 2014 in connection with SDG&E's Application No. 14-09-008, and is incorporated herein by reference.

C. Rule 3.2 (a) – (d) – Authority to Increase Rates¹⁴

In accordance with Rule 3.2 (a) – (d) of the Commission’s Rules of Practice and Procedure, SDG&E provides the following information.

1. Rule 3.2 (a) (1) – balance sheet

SDG&E’s financial statement, balance sheet and income statement for the nine-month period ending September 30, 2016 are included with this Application as Appendix B.

2. Rule 3.2 (a) (2) – statement of effective rates

A statement of all of SDG&E’s presently effective electric rates can be viewed electronically by accessing <http://www.sdge.com/rates-regulations/current-and-effective-tariffs/current-and-effective-tariffs>. Appendix C to this Application provides the table of contents from SDG&E’s electric tariffs on file with the Commission.

3. Rule 3.2 (a) (3) – statement of proposed increases

A statement of proposed rate increases is attached as Appendix D.

4. Rule 3.2 (a) (4) – description of property and equipment

SDG&E is in the business of generating, transmitting and distributing electric energy to San Diego County and part of Orange County. SDG&E also purchases, transmits and distributes natural gas to customers in San Diego County. SDG&E has electric transmission, distribution and service lines in San Diego, Orange and Imperial Counties. This includes a composite 92% ownership in the 500,000 volt Southwest Powerlink including substations and transmission lines, which run through San Diego and Imperial Counties to the Palo Verde substation in Arizona. This also includes full ownership of the 500,000-volt Sunrise Powerlink including substations and transmission lines, which run through San Diego and Imperial Counties to the Imperial

¹⁴ Note Rule 3.2(a) (9) is not applicable to this application.

Valley substation. Gas facilities consist of the Moreno gas compressor station in Riverside County and the Rainbow compressor station located in San Diego County. The gas is transmitted through high and low-pressure distribution mains and service lines.

Applicant's original cost of utility plant, together with the related reserves for depreciation and amortization for the nine-month period ending September 30, 2016, is shown on the statement of Original Cost and Depreciation Reserve attached as Appendix E.

5. Rule 3.2 (a) (5) and (6) – summary of earnings

A summary of SDG&E's earnings (for the total utility operations for the company) for the nine-month period ending September 30, 2016, is included as Appendix F to this Application.

6. Rule 3.2 (a) (7) – statement re tax depreciation

For financial statement purposes, depreciation of utility plant has been computed on a straight-line remaining life basis, at rates based on the estimated useful lives of plan properties. For federal income tax accrual purposes, SDG&E generally computes depreciation using the straight-line method for tax property additions prior to 1954, and liberalized depreciation, which includes Class Life and Asset Depreciation Range Systems, on tax property additions after 1954 and prior to 1981. For financial reporting and rate-fixing purposes, "flow through accounting" has been adopted for such properties. For tax property additions in years 1981 through 1986, SDG&E has computed its tax depreciation using the Accelerated Cost Recovery System. For years after 1986, SDG&E has computed its tax depreciation using the Modified Accelerated Cost Recovery Systems and, since 1982, has normalized the effects of the depreciation differences in accordance with the Economic Recovery Tax Act of 1981 and the Tax Reform Act of 1986.

7. Rule 3.2 (a) (8) – proxy statement

A copy of the most recent proxy statement sent to all shareholders of SDG&E’s parent company, Sempra Energy, dated March 25, 2016, was mailed to the Commission on April 29, 2016, and is incorporated herein by reference.

8. Rule 3.2 (a) (10) – statement re pass through to customers

The rate changes that SDG&E seeks in this Application reflect estimated costs to SDG&E, and SDG&E proposes to pass through to customers only costs that SDG&E incurs for the proposed priority review projects and standard review residential charging program.

9. Rule 3.2 (b) – notice to state, cities and counties

In compliance with Rule 3.2 (b) of the Commission’s Rules of Practice and Procedure, SDG&E will, within twenty days after the filing this Application, mail a notice to the State of California and to the cities and counties in its service territory and to all those persons listed in Appendix G to this Application.

10. Rule 3.2 (c) – newspaper publication

In compliance with Rule 3.2 (c) of the Commission’s Rules of Practice and Procedure, SDG&E, within twenty days after the filing of this Application, will post in its offices and publish in newspapers of general circulation in each county in its service territory notice of this Application.

11. Rule 3.2 (d) – bill insert notice

In compliance with Rule 3.2 (d) of the Commission’s Rules of Practice and Procedure, SDG&E, within 45 days of the filing of this Application, will provide notice of this Application to all of its customers along with the regular bills sent to those customers that will generally describe the proposed revenue requirement changes addressed in this Application.

VII. SERVICE

This is a new application. No service list has been established. Accordingly, SDG&E will serve this Application on all parties to the service lists of the Commission's Order Instituting Rulemaking to Consider Alternative Fueled Vehicle Programs, Tariffs, and Policies (R.13-11-007). Hard copies will be sent by overnight mail to the Assigned Commissioner in R.13-11-007, Carla Peterman, the Assigned Administrative Law Judge in R.13-11-007, John S. Wong and the Chief Administrative Law Judge, Karen Clopton.

VIII. CONCLUSION AND SPECIFIC REQUEST FOR RELIEF

For all the foregoing reasons and those set forth in the direct testimony served in conjunction with the filing of this Application and other testimony eventually received into the record, SDG&E respectfully requests that the Commission approve this Application in all respects. Specifically, in accordance with the foregoing proposed schedule, SDG&E requests the following specific relief:

1. Approval of the six proposed priority review projects described above, on an expedited basis;
 2. Approval of the proposed standard review residential charging program;
 3. Approval of the proposed revenue requirement, cost recovery (including balancing account proposal) and rate designs associated with each proposed priority review project and the standard review residential charging program;
- and

4. Granting of such other relief as is necessary and proper.

Respectfully submitted,

/s/ John A. Pacheco

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Attorney for
SAN DIEGO GAS & ELECTRIC COMPANY

By: 

Michael M. Schneider

San Diego Gas & Electric Company

Vice President, Operations Support and Sustainability, Chief Environmental Officer

DATED at San Diego, California, this 20th day of January 2017

OFFICER VERIFICATION

I, Michael M. Schneider, declare the following:

I am an officer of San Diego Gas & Electric Company and am authorized to make this verification on its behalf. I am informed and believe that the matters stated in the foregoing Application are true to my own knowledge, except as to matters which are therein stated on information and belief, and as to those matters I believe them to be true.

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct.

Executed this 20th day of January, 2017 at San Diego, California.



Michael M. Schneider
Vice President
Operations Support and Sustainability, Chief Environmental
Officer
San Diego Gas & Electric Company

APPENDIX A
STAKEHOLDER LETTERS OF SUPPORT

DEPARTMENT OF TRANSPORTATION

DISTRICT 11

4050 TAYLOR ST, M.S. 240

SAN DIEGO, CA 92110

PHONE (619) 688-6681

FAX (619) 688-4299

TTY 711

www.dot.ca.gov



*Serious Drought.
Serious drought.
Help save water!*

January 18, 2016

Ms. Linda Brown
Senior Director – Clean Transportation
San Diego Gas and Electric
8306 Century Park Court
San Diego, CA 92123

Dear Ms. Brown:

The California Department of Transportation (Caltrans) is in support of San Diego Gas and Electric's (SDG&E) Senate Bill 350 - Electrify Local Highways Project to provide electric vehicle charging infrastructure to four Park & Ride facilities owned by Caltrans. This project parallels Caltrans' strategy to expand California's zero-emission vehicle (ZEV) infrastructure to create a more sustainable transportation system and achieve reductions in greenhouse gas (GHG) emissions.

Governor Brown's Executive Order B-16-2012 mandated that all state agencies support and facilitate the rapid commercialization of ZEVs. This support includes providing public vehicle charging stations to reach a goal of establishing a ZEV infrastructure able to support up to one million vehicles by 2020. The 2016 Governor's Office ZEV Action Plan specifically tasks Caltrans with installing DC fast chargers at a minimum of 30 locations by the end of 2018.

Caltrans is currently evaluating Park & Ride lots, Safety Roadside Rest Areas, and Caltrans facilities for ZEV infrastructure feasibility. Caltrans worked with SDG&E to identify locations for this project that would meet the goals of both Caltrans' ZEV Action Plan and those outlined for SDG&E by Senate Bill 350.

Caltrans looks forward to collaborating with SDG&E and other regional and state partners, such as the San Diego Association of Governments in developing electric vehicle charging infrastructure at Park & Ride facilities.

Sincerely,

A handwritten signature in blue ink, appearing to read "Dara Wheeler", with a long horizontal line extending to the right.

DARA WHEELER

Interim Deputy District Director, District 11 Planning & Local Assistance



January 18, 2017

2159 INDIA STREET
SUITE 200
SAN DIEGO, CA 92101
858-568-7777

cleantechsandiego.org

Ms. Linda Brown
Senior Director – Clean Transportation
San Diego Gas & Electric
8306 Century Park Court
San Diego, CA 92123

Re: Letter of Support for SDG&E's SB 350 Projects Proposal

MISSION:

To accelerate
clean technology
innovation and
adoption of sustainable
business practices
for the benefit of
the economy and
the environment

Dear Ms. Brown,

On behalf of Cleantech San Diego, please accept this letter as one of support for SDG&E's SB 350 projects proposal.

Earlier this week, SDG&E briefed the Cleantech San Diego Board of Directors on its proposal. We are excited about the potential impacts of the proposal on our region's environment and our economy and look forward to its approval. Not only will the projects increase the adoption of passenger, medium and heavy duty electric vehicles throughout our region, but they will also help reduce our region's GHG emissions while providing learning opportunities that will help enhance the integration of electric vehicles into our transportation and electric system.

Cleantech San Diego is a nonprofit member organization that positions the greater San Diego region as a global leader in the cleantech economy. We achieve this by fostering collaborations across the private-public-academic landscape, leading advocacy efforts to promote cleantech priorities, and encouraging investment in the San Diego region, which is home to over 22,000 electric vehicles, 1,090 public charging stations, and 75 DC fast chargers. SDG&E's proposal compliments our regional efforts and helps support our smart cities goals.

We enthusiastically support SDG&E's proposal and look forward to working with you to ensure its successful implementation. Should you have any questions regarding our support, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "Jason Anderson".

Jason Anderson
President and CEO
Cleantech San Diego



January 17, 2017

Ms. Linda Brown
Senior Director – Clean Transportation
San Diego Gas & Electric
8306 Century Park Court
San Diego, CA 92123

Reference: Application of SAN DIEGO GAS & ELECTRIC COMPANY (U902-E) for Approval of SB 350
Transportation Electrification Proposals

Subject: Letter of Support for San Diego Gas & Electric proposed project on Dealer Incentives

Dear Ms. Brown:

Center for Sustainable Energy® (CSE) is pleased to offer our support San Diego Gas & Electric's (SDG&E) Dealer Incentive project contained in the SB 350 Transportation Electrification proposal. SDG&E's Dealership Incentive project is in line with CSE's goals to accelerate the electric vehicle (EV) market. Because dealerships are at the forefront and directly interacting with the customers, we support SDG&E's efforts to create a project specifically aimed at dealer incentives.

Additionally, we agree with the proposed Dealer Incentive project goal of educating and encouraging drivers to sign-up for an electric vehicle time-of-use (EV-TOU) rate when applicable to incentivize charging during times that cause minimal grid impact.

To date, CSE has helped design and administer more than \$635 million in advanced-transportation, distributed-generation, and energy-efficiency programs and services throughout the nation. This includes processing over 113,000 EV rebates amounting to over \$241 million for consumers in California, Massachusetts and Connecticut as part of statewide incentive programs. We understand the opportunities, barriers and best practices for incentivizing PEV technologies and recognize the need for all stakeholders in the EV ecosystem, including the utility, to be involved. Given our experience, we strongly recommend that SDG&E incorporate an open process to program design for the Dealer Incentive project.

Sincerely,

Len Hering, RADM, USN (ret)
Executive Director
Center for Sustainable Energy®





FRESH FRUIT COMPANY
P. O. BOX 725 * WILMINGTON, DE * 19720-0725 * (302) 652-6414

Ms. Linda Brown
Sr. Director - Clean Transportation
San Diego Gas and Electric
8306 Century Park Court
San Diego, CA 92123

January 18, 2017

Subject: California Senate Bill 350 Project Proposal

Dear Ms. Brown:

On behalf of Dole Fresh Fruit Company, I am pleased with the review your company provide Dole on the proposed project. Dole understands the goal of this project is to provide and test the use of Medium and Heavy duty electric vehicle charging stations.

Dole Fresh Fruit Company has been operating a Marine terminal in the Port of San Diego since 2002, and we have a strong belief in the importance of sustainable operations. We are therefore excited about the opportunity to work with SDG&E in demonstrating this cutting-edge zero-emission vehicles and the required support equipment in the electric vehicle charging stations. We believe that such vehicles could have a positive impact on our operations in San Diego, helping to improve air quality and to reduce our firm's dependence on fossil fuels.

Dole Fresh Fruit Company is committed to work with SDG&E in this project to learn the electrical charging operation of electrical vehicles, but also how the vehicle operating needs will affect the charging cycle.

If you have any administrative questions or concerns, please address them to me at Dole Fresh Fruit Company, or by email at bob.mckenry@dole.com

Sincerely,

A handwritten signature in blue ink, appearing to read "Robert McKenry", is written over a light blue horizontal line.

Robert McKenry
Director of Equipment North America
Dole Fresh Fruit Company



Julia Steyn
Vice President
Urban Active

General Motors Company
Mail Code 482-C37-D99
300 Renaissance Center
P.O. Box 300
Detroit, MI 48265-3000

January 17, 2017

Linda P. Brown, Senior Director – Clean Transportation
San Diego Gas & Electric
8306 Century Park Court
M/S CP42F
San Diego, CA 92123

Subject: Letter of Support for San Diego Gas & Electric's Green Taxi / Rideshare Project

Dear Mrs. Linda Brown:

Maven Drive LLC, a wholly-owned subsidiary of General Motors Holding LLC (Maven/GM), is pleased to support San Diego Gas & Electric's *Green Taxi / Shuttle / Rideshare Project* and looks forward to working together to support the deployment of electric fleets, specifically targeting car share systems, transportation network companies ("TNC") and other for-hire transportation ("FHT") services. The focus of this effort is accessible, dependable infrastructure for high-mileage applications through a dedicated network of grid-integrated DC Fast Charging ("DCFC") Stations.

General Motors has a strong commitment to transportation electrification. With the best-selling plug-in electric vehicle on the road, the Chevrolet Volt, as well as the nation's first affordable, long-range electric vehicle, the Chevrolet Bolt EV, currently arriving in showrooms across California, General Motors is a leader in the commercialization of low and zero-emission technologies. Our commitment goes beyond the automobile as General Motors envisions sustainable, urban communities. In January 2016, General Motors launched Maven, our personal mobility brand, which currently has car-sharing services in 12 markets, including Los Angeles and San Francisco. In parallel, through our partnership with Lyft, we are operating a short-term vehicle access program, Express Drive, in markets including Los Angeles, San Francisco, and San Diego. Maven has been integrating Volts into the car-sharing fleet and launching efforts to offer Bolt EV as an option within Express Drive.

Implementing these broad, inclusive transportation electrification programs requires a significant amount of coordination and collaboration. Through SDG&E's pilot program, Maven/GM envisions leveraging ride-sharing, plug-in electric vehicles (PEVs), and innovative pilot programs to enhance multi-modal transportation systems in the San Diego region. Bolt EV and Volt can be a perfect fit for ride-sharing given their low operating costs. Through the connectivity of OnStar, Maven/GM is able to make the process virtually seamless for drivers. Along with the well-documented environmental benefits of

zero-emission driving, using Bolt EVs allows Maven/GM to expose, educate, and create comfort with PEV technology for both drivers and riders alike.

To ensure success, however, it is critical to work with local stakeholders—including local officials, utilities, service providers, and community groups—in order to reduce barriers and build a long-term, sustainable business model. Most notably the backbone of this system must be a convenient and reliable charging network available where and when drivers need it and at the power levels commensurate with supporting a positive use experience and building confidence in drivers. While Maven/GM is simultaneously working with industry partners, including electric vehicle service providers, SDG&E is critical to enabling a well-designed, grid-integrated charging network.

Maven/GM believes the project will eliminate a key barrier to electric vehicle adoption among TNCs: the availability of a dedicated charging network. Furthermore, such a network offers the greatest potential to generate significant electric vehicle miles traveled (eVMT) in these high mileage applications. With SDG&E proposing to install, own, and operate the DCFC stations, coupled with a dynamic rate design (reflecting grid conditions and energy prices), SDG&E's is expected to induce load shifting while efficiently integrating these high mileage DCFC loads with grid, thereby generating benefits to all ratepayers through grid optimization.

Maven/GM plans to make Bolt EVs available in the SDG&E service area for deployment into Maven programs commensurate with SDG&E's pilot program. This fleet of Bolt EVs is anticipated to be available for short term rental/leases and in sharing applications according to the California rules and regulations that apply to car share systems, TNCs, and other FHT services. While multiple factors—including charging station location, charging station setting, price of fuel (per kWh), and program exclusivity—would impact the scale of deployment, Maven/GM anticipates deploying approximately 10 vehicles per DCFC, that would not otherwise be deployed without SDG&E's program.

In order to support charging station operations as utilization grows towards the full grid-optimization potential, Maven/GM has also expressed willingness to consider a monthly participation payment for an initial period of time, which could also be scaled to additional factors such as utilization, location, exclusivity. Subject to an appropriate set of terms and conditions, Maven/GM believes this could demonstrate a shared commitment to simultaneously supporting usage, grid-benefits, and deployment while working towards the California Public Utility Commission's goal of shared investment in developing a capable charging network.

Together with SDG&E, Maven/GM envisions working with local agencies, organizations, municipalities and customers for the strategic deployment of the DCFC network to maximize the utilization of these charging facilities, and increase the accessibility to clean zero emission vehicles as a viable transportation option for residents and visitors to the region. Similarly, Maven/GM envisions working with SDG&E and other community parties to support the market for these transportation services in disadvantaged communities, including potential activities such as driver recruitment, public education, and infrastructure opportunities.

Maven/GM anticipates sharing data, insights, and learning from vehicle deployment with SDG&E to enhance the understanding of the project's impact, and to inform future projects and policy. Should such data demonstrate growth and opportunity, Maven/GM would anticipate working further with SDG&E and other stakeholders to expand the grid-integrated DCFC network corresponding to the electrification growth in TNCs, FHTs, and car share systems in the years following the *Green Taxi / Shuttle / Rideshare Project* launch.

In anticipation of working through each of these overall considerations, we believe a strong opportunity exists to deploy and expose a significant number of drivers and riders to PEVs such as the Bolt EV and Volt while expanding the necessary charging infrastructure and offering workforce development opportunities.

Please do not hesitate to contact me or Alex Keros (alexander.keros@gm.com) directly if you have any questions about this letter or require additional information.

Sincerely,



Julia Steyn
Vice President, Urban Active
General Motors LLC
313-665-2485
julia.steyn@gm.com



Local Union 569 San Diego



INTERNATIONAL BROTHERHOOD OF ELECTRICAL WORKERS

4545 Viewridge Avenue, Suite 100 San Diego, CA 92123-5615 (858) 569-8900

January 17, 2017

Linda Brown
Senior Director of Clean Transportation
San Diego Gas & Electric
8305 Century Park Ct
San Diego, CA 92123

Ms. Brown:

On behalf of over 3,200 members of the International Brotherhood of Electrical Workers (IBEW) Local 569, I write in support of SDG&E's January 20th, 2017 transportation electrification filing.

The IBEW has long partnered with SDG&E on many projects, and our partnership has built one of the safest, most technologically-advanced, reliable grids in the nation. When it comes to electric vehicles (EV), we see ourselves as a key partner in this industry having participated in the San Diego Regional Electric Vehicle Infrastructure Working Group and even installing our own EV charging units at our training facility which are powered by solar and open to the public. Additionally, the IBEW and industry partners have helped launch the national Electric Vehicle Infrastructure Training Program.

SDG&E's application offers a diverse package of transportation electrification programs that will help achieve the policy goals outlined in SB 350: The Clean Energy and Pollution Reduction Act of 2015 while creating high-quality jobs here in the community. This proposal supports California's objectives to address climate change, clean our air and boost our economy and has the full support of IBEW Local 569.

Sincerely,

Nicholas J. Segura, Jr.
Business Manager

NJS:dkm
opeiu #537, afl-cio, clc



Plug In America
6380 Wilshire Blvd, #1010
Los Angeles, CA 90048
(415) 323-3329

January 13, 2017

San Diego Gas and Electric
c/o Linda Brown
Senior Director – Clean Transportation
8306 Century Park Court
San Diego, CA 92123

January 13, 2017

Re: Letter of Support for San Diego Gas and Electric Dealership Incentives

Dear Ms. Brown:

Thank you for the opportunity to provide a letter of support for the San Diego Gas and Electric (SDG&E) proposal to offer training and a monetary incentive to new car dealers and salespeople that sell plug-in electric vehicles (PEVs) in the SDG&E service territory. We commend SDG&E for its leadership in advancing dealership incentives as part of the SB 350 proposal to the California Public Utilities Commission (CPUC).

Plug in America is the national consumer voice for PEVs and works to promote policies and programs nationwide and put more PEVs on the road. Our members are passionate PEV advocates with decades of experience behind the wheel of PEVs, affording Plug In America ground level perspective and deep insight on how consumers think about PEVs and what actually inspires consumers to choose a PEV for their household.

As a key touch point in the customer purchase process, independent auto dealers play a central role in the development of the PEV market. SDG&E's proposal addresses the divergent needs of PEV customers by tackling the core concerns of dealers. Many struggle to justify diverting resources to support PEVs when they represent a small fraction of the dealer's monthly sales volume. Manufacturer-to-dealer incentives also wax and wain with model year changes and other internal priorities. A utility incentive would ensure a consistent price signal to encourage dealers to sell PEVs, regardless of these swings. Moreover, by combining the incentive with a certification program that delivers PEV-focused training and support, along with robust data collection and reporting, it is possible to ensure that more customers take advantage of SDG&E's special rate programs for PEVs.

The PEV market is growing quickly. From 2010 to December 2016, consumers purchased more than 561,000 plug-in cars, with sales expected to accelerate as new vehicle makes and models become available such as the Chevy Bolt and Tesla Model 3 EV. More and more drivers nationwide are making the switch to drive electric simply because PEVs are more convenient and save consumers money. Tellingly, nearly every major automaker has announced plans to produce a wider portfolio of PEV models by 2020. A groundbreaking new report by Bloomberg New Energy Finance in February 2016 showed that PEVs are progressing toward cost parity with their internal combustion engine counterparts by 2022, and certainly no later than 2026. Simply put, the PEV market is here.

We firmly believe that utilities will play an increasingly central role in meeting the needs of customers as more and more embrace PEVs and seek to take advantage of all they have to offer. We are pleased to support SDG&E's SB 350 proposal and applaud its innovative approach to address a key retail-level barrier and unlock widespread PEV adoption in its service territory. We look forward to spearheading these efforts as partners alongside SDG&E.

Sincerely,

A handwritten signature in blue ink that reads "Joel Levin". The signature is written in a cursive, flowing style.

Joel Levin
Executive Director
Plug In America

OFFICERS

Ken Franke, Chairman
SPORTFISHING ASSOCIATION OF CALIFORNIA
Frank Plant
HARBORSIDE REFRIGERATED SERVICES
Sharon Bernie-Cloward, President
SAN DIEGO PORT TENANTS ASSOCIATION
Claudia Valenzuela, Secretary
SDG&E
Perry Wright, Treasurer
CONSIDINE & CONSIDINE



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DOLE FRESH FRUIT CO.
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HARBOR ISLAND WEST MARINA
Didier Luneau
SHERATON SAN DIEGO HOTEL & MARINA
Russell McCarthy
CONTINENTAL MARITIME
Mac McLaughlin
USS MIDWAY MUSEUM
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TERRAMAR RETAIL CENTERS

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***Rick Ghio**
***William Hall**
Douglas Manchester
Karen McElliott
***Edward Plant**
***Lee Wilson**

STAFF

Sophie Silvestri
DIRECTOR OF OPERATIONS

***SDPTA Past Chairmen**

January 18, 2017

Ms. Linda Brown
Sr. Director – Clean Transportation
San Diego Gas & Electric
8306 Century Park Court
San Diego, CA 92123

SUBJ: San Diego Port Tenants Association's (SDPTA) support of SDG&E Senate Bill 350 Pilot Project Proposal

Dear Ms. Linda Brown:

The SDPTA represents maritime, industrial, marine recreation and hospitality businesses who are tenants of the San Diego Unified Port District on San Diego Bay. The SDPTA works collaboratively with the Port District to meet the goals of the District's 2020 Climate Action Plan to reduce Green House Gases (GHG). The SDPTA was recently awarded a \$5.9 million grant by the California Energy Commission (CEC) to assist six of our industrial maritime tenants in the cargo business to electrify medium and heavy-duty freight-handling vehicles that have typically run on diesel fuel. It is necessary for our tenants to partner with agencies like the CEC, the Port District and SDG&E to reduce emissions.

Therefore, our Association enthusiastically supports the "SDG&E Senate Bill 350 Pilot Project Proposal." When enacted, SDG&E will partner with the Port District and the SDPTA tenants on viable electrification options while educating our tenants on the long-term environmental benefits of operating an electric rather than diesel-fuel fleet. Furthermore, this pilot project will log and collect data on energy use. SDG&E will collect consumption, charging and operational data from load research meters and data loggers respectively for one year after installation. Obtaining a baseline data set will facilitate analysis of how to optimize Vehicle Grid Integration (VGI) for the medium-duty/heavy-duty and forklift electric vehicle market.

SDG&E's transportation electrification pilot aims to jumpstart the necessary infrastructure/EV sector in areas that currently have little, if any, charging stations available. It will also educate our tenants on the importance of clean energy and use of smart charging habits.

We commend SDG&E for its creativity in utilizing technology that educates our tenants and the public on the importance of clean energy that ultimately will reduce GHG emissions.

Sincerely,

Sharon Bernie-Cloward
President

Terminalift, LLC

Larry Schmitz

President

9444 Mission Park Place
Santee, CA 92071
619-62-2412
terminalift@yahoo.com

January 17, 2017

Ms. Linda Brown
Sr. Director - Clean Transportation
San Diego Gas and Electric
8306 Century Park Court
San Diego, CA 92123

Dear Ms. Brown:

Having worked at the San Diego Port for many years and being heavily involved in many endeavors to transition to utilize electrical vehicles, Terminalift, LLC is extremely interested in the Senate Bill 350 Project Proposal for Medium Duty/Heavy Duty (MD/HD) and Forklift Port Electrification.

I understand the intent of the project will be to conduct 30 – 40 installations that include a combination of components such as electric vehicle supply equipment (EVSE), load research meters and data loggers to obtain operational data and facilitate growth of MD/HD and forklift electric vehicles (EVs) in an effort to reduce greenhouse gas emissions (GHG).

While the timing of project for San Diego Gas & Electric Company (SDG&E) will begin installation of the equipment associated with this pilot after CPUC approval. SDG&E will collect data for one year. SDG&E will share its results with interested stakeholders after the data collection process is complete. SDG&E's role would be to request CPUC authorization to install, operate, maintain and own EV charging infrastructure including, but not limited to EVSE, circuits, load research meters and data loggers, to support widespread transportation electrification (TE) within The San Diego Unified Port District's (The District) tidelands for 30-40 installations.

As a long-time San Diego Unified Port District tenant, we would welcome the opportunity to be a key stakeholder, once again, working side by side with other District tenants, CEMEX, and Dole Fresh Fruits Company. It should be noted that much of The District and its tenants are located in disadvantaged communities (DACs). Finally, as a key stakeholder that has gone to great personal expense to support these projects, it is important to me that SDG&E continues to outreach with me and other local stakeholders in efforts to further leverage public-private funding to reduce GHG.

SDG&E will collect consumption, charging and operational data from load research meters and data loggers respectively for one year after installation. Obtaining a baseline data set will facilitate analysis of how to optimize Vehicle Grid Integration (VGI) for the MD/HD and forklift EV market.

Load research meters will collect consumption and charging data to evaluate energy consumption relative to time and demand. Data loggers will provide operational data such as operation specific and EV specific charging patterns. This information will aid in determining how to optimize VGI as well as electric fuel economy in order to determine optimal battery and EVSE sizes.

Optimized VGI is important for the MD/HD and forklift EV market because it will allow for better grid utilization, mitigate impacts to system and circuit peak and mitigate the need for additional power generation facilities.

I look forward to Terminalift's key role in operations to support SDG&E intentions to distribute the consumption data, that we help to collect, to it can be disseminated to the CPUC and other interested stakeholders.

Sincerely,

A handwritten signature in black ink, appearing to read 'Larry Schmitz', with a stylized flourish at the end.

Larry Schmitz,
Terminalift, LLC



Ms. Linda Brown
Sr. Director - Clean Transportation
San Diego Gas and Electric
8306 Century Park Court
San Diego, CA 92123

Jan 17th, 2017

Subject: TransPower Support of SDG&E's SB350 Project Proposal

Dear Ms. Brown,

TransPower is a manufacturer of Heavy Duty Electric Vehicles. TransPower is in support SDG&E's SB350 project proposal for infrastructure for heavy duty vehicles in San Diego County, CA. This project can help collect data and supporting the necessary charging infrastructure critical to the commercialization of this advanced, zero-emissions goods and people movement vehicles. The outcome of SDG&E's SB350 project will generate widespread interest in heavy duty electric vehicles, such as the buses and trucks that TransPower and our OEM partners produce.

TransPower and SDG&E have already had a successful track record in project development and execution like this project, albeit at a smaller scale. This SB350 project will continue that successful approach with larger deployments creating further market adoption and set an example for the rest of California and North America in Medium and Heavy Duty vehicle deployments.

Please accept our full support in SDG&E's SB350 project proposal.

Sincerely,

Joshua Goldman
VP of Business Development
TransPower
2415 Auto Park Way
Escondido, CA 92029
858-449-4629
joshua@transpowerusa.com
www.transpowerusa.com

2415 Auto Park Way, Escondido, CA. 92029



Air Pollution Control Board

Greg Cox	District 1
Dianne Jacob	District 2
Kristin Gaspar	District 3
Ron Roberts	District 4
Bill Horn	District 5

January 18, 2017

Ms. Linda Brown
Sr. Director - Clean Transportation
San Diego Gas and Electric
8306 Century Park Court
San Diego, CA 92123

Re: SDG&E Medium Duty/Heavy Duty and Forklift Port Electrification Project

Dear Ms. Brown:

The San Diego County Air Pollution Control District (District) is pleased to provide this letter of support for the SDG&E Medium Duty/Heavy Duty and Forklift Port Electrification Project.

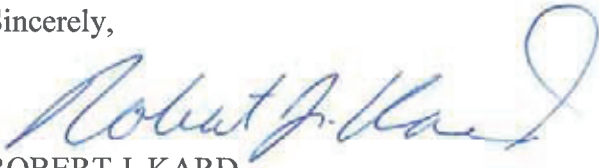
Senate Bill 350 (2015) requires each investor-owned electric utility to submit proposals to the California Public Utilities Commission to invest in new transportation electrification projects. The proposed pilot project will expand the use of Medium Duty/Heavy Duty electric vehicles and equipment at the Port of San Diego while gathering data necessary to optimize the required infrastructure for vehicle-grid integration. This is an important step to meeting federal and state clean air standards.

As the region's air quality regulatory agency, the District is increasingly focused on opportunities to reduce emissions from conventional, fossil fueled motor vehicles and other mobile sources as they are responsible for the majority of harmful air pollutants in the region. The SDG&E proposal would supply 30-40 electric vehicle/equipment charging stations, enabling greater adoption of battery powered vehicles and cargo handling equipment at the Port, thus reducing harmful air pollutant emissions. Furthermore, the project would help meet objectives of the Port's Climate Action Plan and provides one of the best opportunities to advance the electrification of Medium Duty/Heavy Duty fleets in the region.

Because the proposed SDG&E project would reduce air pollutant emissions from Port-based Medium Duty/Heavy Duty equipment, improving local air quality and reducing greenhouse gas emissions, the District strongly supports it.

Please contact Andy Hamilton (andy.hamilton@sdcounty.ca.gov; 858-586-2641) with any questions.

Sincerely,

A handwritten signature in blue ink that reads "Robert J. Kard". The signature is fluid and cursive, with a large, looping initial "R" and a distinct "K" at the end.

ROBERT J. KARD
Air Pollution Control Officer

RJK:ah



SAN DIEGO
INTERNATIONAL AIRPORT

LET'S GO.

January 19, 2017

Ms. Linda Brown
Senior Director – Clean Transportation
San Diego Gas and Electric
8306 Century Park Court
San Diego, CA 92123

Subject: Support Letter for SDG&E SB350 Transportation Electrification Application

Ms. Brown:

On behalf of the San Diego County Regional Airport Authority, which owns and operates the San Diego International Airport (SAN), I wanted to express our support for San Diego Gas & Electric's application to invest in electric vehicle infrastructure and programs in response to Senate Bill 350. Specifically, Airport staff has been collaborating closely with SDG&E on two potential projects that could significantly help accelerate widespread transportation electrification in California.

The San Diego International Airport is committed to a low carbon future and is one of only 21 North American airports to be certified under the Airport Council International's Airport Carbon Accreditation program. As such, SAN has invested extensively in building efficient facilities, installing renewable energy systems, and converting its fleet vehicles to alternative fuel technologies. The two proposed projects at SAN would build off this past success and support new commercial applications for zero emission vehicles. First, new charging infrastructure at the Airport's Terminal 2 gates will allow airline partners to expand their fleet of electric ground support equipment and enable charging patterns to sync with onsite solar power generation. Likewise, EV charging stations and related incentives to support Taxi and Ridesharing Service operators will help facilitate their conversion to zero emission technologies and a region-wide shift to cleaner ground transportation options.

Again, the San Diego International Airport is pleased to partner with SDG&E on these proposals and, if funded, will continue to further develop these project concepts. If you have any questions about the Airport's involvement or ongoing climate initiatives, please feel free to contact Brendan Reed, Director of Environmental Affairs, at breed@san.org or 619-400-2785.

Sincerely,

Thella F. Bowens
President & CEO
San Diego County Regional Airport Authority

LET'S GO.

PO Box 82776 • San Diego, CA 92138-2776
www.san.org



401 B Street, Suite 800
San Diego, CA 92101-4231
(619) 699-1900
Fax (619) 699-1905
sandag.org

January 19, 2017

File Number 3200300

Ms. Linda Brown
Senior Director – Clean Transportation
San Diego Gas & Electric
830 Century Park Court
San Diego, CA 92123

MEMBER AGENCIES

- Cities of
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- San Marcos
- Santee
- Solana Beach
- Vista
- and
- County of San Diego

ADVISORY MEMBERS

- Imperial County
- California Department of Transportation
- Metropolitan Transit System
- North County Transit District
- United States Department of Defense
- San Diego Unified Port District
- San Diego County Water Authority
- Southern California Tribal Chairmen's Association
- Mexico

Dear Ms. Brown:

SUBJECT: Support for San Diego Gas & Electric's Electrify Local Highways Project putting Electric Vehicle Charging Infrastructure at Park and Ride Locations

The San Diego Association of Governments (SANDAG) has been collaborating and facilitating regional electric vehicle planning efforts in support of the State's greenhouse gas emissions reduction goals, and the goal to get 1.5 million zero-emission vehicles on California's roads by 2025. As part of this effort, SANDAG has coordinated with Caltrans and San Diego Gas & Electric (SDG&E) over the last couple of years to address gaps in the San Diego region's Electric Vehicle Charging Station (EVCS) infrastructure network.

SANDAG supports SDG&E's efforts to help address the availability of publically accessible EVCS to establishing driver comfort, longer vehicle range, and widespread plug-in electric vehicle (PEV) adoption. EVCS at critical Park and Ride locations throughout the region can help overcome some of the barriers to adoption identified in the San Diego Regional PEV Readiness Plan (Readiness Plan). The Readiness Plan was developed through a grant from the California Energy Commission (CEC) awarded to SANDAG for the establishment of a regional PEV forum (San Diego Regional Electric Vehicle Infrastructure Working Group or REVI) and the development of a regional readiness plan. The Readiness Plan was accepted by the SANDAG Board of Directors as a regional resource in January 2014 and since lead to SANDAG being awarded a number of CEC grants to continue this effort.

SANDAG will continue to coordinate with Caltrans and SDG&E in helping the San Diego region overcome barriers to PEV adoption and infrastructure deployment, and supports SDG&E's filing the Electrify Local Highways Project for this regionally relevant project.

Sincerely,

CHARLES "MUGGS" STOLL
Director of Land Use and Transportation Planning

MST/ALO/asa

APPENDIX B

BALANCE SHEET AND INCOME STATEMENT AND FINANCIAL STATEMENT

SAN DIEGO GAS & ELECTRIC COMPANY
FINANCIAL STATEMENT
Sep 30, 2016

(a) Amounts and Kinds of Stock Authorized:				
Common Stock		255,000,000	shares	Without Par Value
Amounts and Kinds of Stock Outstanding:				
Common Stock		116,583,358	shares	291,458,395

(b) Brief Description of Mortgage:

Full information as to this item is given in Application Nos. 93-09-069,04-01-009, 06-05-015, 08-07-029, 10-10-023, 12-03-005, and 15-08-011 to which references are hereby made.

(c) Number and Amount of Bonds Authorized and Issued:

	Nominal Date of Issue	Par Value Authorized and Issued	Outstanding	Interest Paid in 2015
First Mortgage Bonds:				
Var% Series OO, due 2027	12-01-92	0	0	7,002,188
5.875% Series WW, due 2034	06-17-04	40,000,000	40,000,000	2,350,000
5.875% Series YY, due 2034	06-17-04	24,000,000	24,000,000	1,410,000
5.875% Series ZZ, due 2034	06-17-04	33,650,000	33,650,000	1,976,938
4.00% Series AAA, due 2039	06-17-04	75,000,000	75,000,000	3,000,000
5.35% Series BBB, due 2035	05-19-05	250,000,000	250,000,000	13,375,000
6.00% Series DDD, due 2026	06-08-06	250,000,000	250,000,000	15,000,000
1.65% Series EEE, due 2018	09-21-06	161,240,000	161,240,000	2,650,187
6.125% Series FFF, due 2037	09-20-07	250,000,000	250,000,000	15,312,500
6.00% Series GGG, due 2039	05-14-09	300,000,000	300,000,000	18,000,000
5.35% Series HHH, due 2040	05-13-10	250,000,000	250,000,000	13,375,000
4.50% Series III, due 2040	08-26-10	500,000,000	500,000,000	22,500,000
3.00% Series JJJ, due 2021	08-18-11	350,000,000	350,000,000	10,500,000
3.95% Series LLL, due 2041	11-17-11	250,000,000	250,000,000	9,875,000
4.30% Series MMM, due 2042	03-22-12	250,000,000	250,000,000	10,750,000
3.60% Series NNN, due 2023	09-09-13	450,000,000	450,000,000	16,200,000
.4677% Series OOO, due 2017	03-12-15	140,000,000	140,000,000	522,662
1.9140% Series PPP, due 2022	03-12-15	64,095,275	64,095,275	1,847,542
2.50% Series QQQ, due 2026	05-19-16	500,000,000	500,000,000	-
Total 1st. Mortgage Bonds:			4,216,600,275	170,265,647
<hr/>				
1.050% Commercial Paper	11-19-15	53,650,000	53,650,000	18,777
<hr/>				
TOTAL LONG-TERM DEBT			4,270,250,275	

SAN DIEGO GAS & ELECTRIC COMPANY
FINANCIAL STATEMENT
 Sep 30, 2016

Other Indebtedness:	Date of Issue	Date of Maturity	Interest Rate	Outstanding	Interest Paid 2016
Commercial Paper & ST Bank	Various	Various	Various	-	\$212,386

Amounts and Rates of Dividends Declared:

The amounts and rates of dividends during the past five fiscal years are as follows:

Preferred Stock	Shares Outstanding 12-31-14					
		2012	2013	2014	2015	2016
5.00%		\$375,000	\$281,250	-	-	-
4.50%	-	270,000	202,500	-	-	-
4.40%	-	286,000	214,500	-	-	-
4.60%	-	343,868	257,901	-	-	-
1.70%	-	2,380,000	1,785,000	-	-	-
1.82%	-	1,164,800	673,600	-	-	-
Total	-	\$4,819,668	\$3,614,751	-	-	-

Common Stock	2012	2013	2014	2015	2016
Dividend to Parent [1]	-	-	\$200,000,000	300,000,000	175,000,000

NOTE 11 PREFERRED STOCK 10K:

On October 15, 2013, SDG&E redeemed all six series of its outstanding shares of contingently redeemable preferred stock for \$82 million, including a \$3 million early call premium (pg 9.1).

A balance sheet and a statement of income and retained earnings of applicant for the six months ended Jun 30, 2016 are attached hereto.

[1] San Diego Gas & Electric Company dividend to parent.

SAN DIEGO GAS & ELECTRIC COMPANY
BALANCE SHEET
ASSETS AND OTHER DEBITS
September 30, 2016

		2016
1. UTILITY PLANT		
101	UTILITY PLANT IN SERVICE	\$15,207,919,704
102	UTILITY PLANT PURCHASED OR SOLD	-
104	UTILITY PLANT LEASED TO OTHERS	85,194,000
105	PLANT HELD FOR FUTURE USE	11,307,728
106	COMPLETED CONSTRUCTION NOT CLASSIFIED	-
107	CONSTRUCTION WORK IN PROGRESS	971,631,842
108	ACCUMULATED PROVISION FOR DEPRECIATION OF UTILITY PLANT	(4,813,786,126)
111	ACCUMULATED PROVISION FOR AMORTIZATION OF UTILITY PLANT	(618,159,664)
114	ELEC PLANT ACQUISITION ADJ	3,750,722
115	ACCUM PROVISION FOR AMORT OF ELECTRIC PLANT ACQUIS ADJ	(1,187,728)
118	OTHER UTILITY PLANT	1,085,541,058
119	ACCUMULATED PROVISION FOR DEPRECIATION AND AMORTIZATION OF OTHER UTILITY PLANT	(264,789,245)
120	NUCLEAR FUEL - NET	-
	TOTAL NET UTILITY PLANT	11,667,422,291
2. OTHER PROPERTY AND INVESTMENTS		
121	NONUTILITY PROPERTY	5,946,616
122	ACCUMULATED PROVISION FOR DEPRECIATION AND AMORTIZATION	(364,300)
158	NON-CURRENT PORTION OF ALLOWANCES	183,299,834
123	INVESTMENTS IN SUBSIDIARY COMPANIES	-
124	OTHER INVESTMENTS	-
125	SINKING FUNDS	-
128	OTHER SPECIAL FUNDS	1,067,734,851
175	LONG-TERM PORTION OF DERIVATIVE ASSETS	89,061,624
	TOTAL OTHER PROPERTY AND INVESTMENTS	1,345,678,625

Data from SPL as of Dec 21, 2016

SAN DIEGO GAS & ELECTRIC COMPANY
BALANCE SHEET
ASSETS AND OTHER DEBITS
September 30, 2016

3. CURRENT AND ACCRUED ASSETS		2016
131	CASH	3,225,697
132	INTEREST SPECIAL DEPOSITS	-
134	OTHER SPECIAL DEPOSITS	-
135	WORKING FUNDS	500
136	TEMPORARY CASH INVESTMENTS	-
141	NOTES RECEIVABLE	-
142	CUSTOMER ACCOUNTS RECEIVABLE	291,510,593
143	OTHER ACCOUNTS RECEIVABLE	17,281,917
144	ACCUMULATED PROVISION FOR UNCOLLECTIBLE ACCOUNTS	(3,867,475)
145	NOTES RECEIVABLE FROM ASSOCIATED COMPANIES	107,624,758
146	ACCOUNTS RECEIVABLE FROM ASSOCIATED COMPANIES	666,036
151	FUEL STOCK	693,732
152	FUEL STOCK EXPENSE UNDISTRIBUTED	-
154	PLANT MATERIALS AND OPERATING SUPPLIES	107,137,915
156	OTHER MATERIALS AND SUPPLIES	-
158	ALLOWANCES	202,233,571
158	LESS: NON-CURRENT PORTION OF ALLOWANCES	(183,299,834)
163	STORES EXPENSE UNDISTRIBUTED	-
164	GAS STORED	245,036
165	PREPAYMENTS	163,737,656
171	INTEREST AND DIVIDENDS RECEIVABLE	713,396
173	ACCRUED UTILITY REVENUES	70,730,000
174	MISCELLANEOUS CURRENT AND ACCRUED ASSETS	5,230,284
175	DERIVATIVE INSTRUMENT ASSETS	111,852,857
175	LESS: LONG -TERM PORTION OF DERIVATIVE INSTRUMENT ASSETS	(89,061,624)
	TOTAL CURRENT AND ACCRUED ASSETS	806,655,015
4. DEFERRED DEBITS		
181	UNAMORTIZED DEBT EXPENSE	33,259,838
182	UNRECOVERED PLANT AND OTHER REGULATORY ASSETS	3,271,977,857
183	PRELIMINARY SURVEY & INVESTIGATION CHARGES	174,137
184	CLEARING ACCOUNTS	1,810,748
185	TEMPORARY FACILITIES	-
186	MISCELLANEOUS DEFERRED DEBITS	25,469,365
188	RESEARCH AND DEVELOPMENT	-
189	UNAMORTIZED LOSS ON REACQUIRED DEBT	12,805,692
190	ACCUMULATED DEFERRED INCOME TAXES	276,823,237
	TOTAL DEFERRED DEBITS	3,622,320,874
	TOTAL ASSETS AND OTHER DEBITS	17,442,076,805

Data from SPL as of Dec 21, 2016

SAN DIEGO GAS & ELECTRIC COMPANY
BALANCE SHEET
LIABILITIES AND OTHER CREDITS
September 30, 2016

5. PROPRIETARY CAPITAL

		2016
201	COMMON STOCK ISSUED	(\$291,458,395)
204	PREFERRED STOCK ISSUED	-
207	PREMIUM ON CAPITAL STOCK	(591,282,978)
210	GAIN ON RETIRED CAPITAL STOCK	-
211	MISCELLANEOUS PAID-IN CAPITAL	(479,665,368)
214	CAPITAL STOCK EXPENSE	24,605,640
216	UNAPPROPRIATED RETAINED EARNINGS	(4,159,610,448)
219	ACCUMULATED OTHER COMPREHENSIVE INCOME	7,454,042
	TOTAL PROPRIETARY CAPITAL	(5,489,957,507)

6. LONG-TERM DEBT

221	BONDS	(4,348,934,000)
223	ADVANCES FROM ASSOCIATED COMPANIES	-
224	OTHER LONG-TERM DEBT	(53,652,271)
225	UNAMORTIZED PREMIUM ON LONG-TERM DEBT	-
226	UNAMORTIZED DISCOUNT ON LONG-TERM DEBT	10,844,745
	TOTAL LONG-TERM DEBT	(4,391,741,526)

7. OTHER NONCURRENT LIABILITIES

227	OBLIGATIONS UNDER CAPITAL LEASES - NONCURRENT	(599,278,895)
228.2	ACCUMULATED PROVISION FOR INJURIES AND DAMAGES	(27,487,869)
228.3	ACCUMULATED PROVISION FOR PENSIONS AND BENEFITS	(231,535,407)
228.4	ACCUMULATED MISCELLANEOUS OPERATING PROVISIONS	-
244	LONG TERM PORTION OF DERIVATIVE LIABILITIES	(189,242,492)
230	ASSET RETIREMENT OBLIGATIONS	(830,185,747)
	TOTAL OTHER NONCURRENT LIABILITIES	(1,877,730,410)

Data from SPL as of Dec 21, 2016

SAN DIEGO GAS & ELECTRIC COMPANY
BALANCE SHEET
LIABILITIES AND OTHER CREDITS
September 30, 2016

8. CURRENT AND ACCRUED LIABILITES		2016
231	NOTES PAYABLE	0
232	ACCOUNTS PAYABLE	(458,932,832)
233	NOTES PAYABLE TO ASSOCIATED COMPANIES	-
234	ACCOUNTS PAYABLE TO ASSOCIATED COMPANIES	(30,369,955)
235	CUSTOMER DEPOSITS	(71,096,853)
236	TAXES ACCRUED	(31,114,618)
237	INTEREST ACCRUED	(51,875,190)
238	DIVIDENDS DECLARED	-
241	TAX COLLECTIONS PAYABLE	(4,345,924)
242	MISCELLANEOUS CURRENT AND ACCRUED LIABILITIES	(158,209,952)
243	OBLIGATIONS UNDER CAPITAL LEASES - CURRENT	(42,637,444)
244	DERIVATIVE INSTRUMENT LIABILITIES	(235,052,849)
244	LESS: LONG-TERM PORTION OF DERIVATIVE LIABILITIES	189,242,492
245	DERIVATIVE INSTRUMENT LIABILITIES - HEDGES	-
TOTAL CURRENT AND ACCRUED LIABILITIES		(894,393,125)
9. DEFERRED CREDITS		
252	CUSTOMER ADVANCES FOR CONSTRUCTION	(58,572,012)
253	OTHER DEFERRED CREDITS	(396,625,895)
254	OTHER REGULATORY LIABILITIES	(1,432,723,743)
255	ACCUMULATED DEFERRED INVESTMENT TAX CREDITS	(21,296,716)
257	UNAMORTIZED GAIN ON REACQUIRED DEBT	-
281	ACCUMULATED DEFERRED INCOME TAXES - ACCELERATED	-
282	ACCUMULATED DEFERRED INCOME TAXES - PROPERTY	(2,140,209,421)
283	ACCUMULATED DEFERRED INCOME TAXES - OTHER	(738,826,450)
TOTAL DEFERRED CREDITS		(4,788,254,237)
TOTAL LIABILITIES AND OTHER CREDITS		(\$17,442,076,805)

Data from SPL as of Dec 21, 2016

SAN DIEGO GAS & ELECTRIC COMPANY
STATEMENT OF INCOME AND RETAINED EARNINGS
Nine Months Ended September 30, 2016

1. UTILITY OPERATING INCOME

400	OPERATING REVENUES		\$3,516,532,527
401	OPERATING EXPENSES	\$2,138,908,385	
402	MAINTENANCE EXPENSES	112,553,955	
403-7	DEPRECIATION AND AMORTIZATION EXPENSES	452,335,935	
408.1	TAXES OTHER THAN INCOME TAXES	96,977,236	
409.1	INCOME TAXES	106,317,455	
410.1	PROVISION FOR DEFERRED INCOME TAXES	221,561,581	
411.1	PROVISION FOR DEFERRED INCOME TAXES - CREDIT	(130,819,978)	
411.4	INVESTMENT TAX CREDIT ADJUSTMENTS	2,567,785	
411.6	GAIN FROM DISPOSITION OF UTILITY PLANT	-	
	TOTAL OPERATING REVENUE DEDUCTIONS		<u>3,000,402,354</u>
	NET OPERATING INCOME		516,130,173

2. OTHER INCOME AND DEDUCTIONS

415	REVENUE FROM MERCHANDISING, JOBBING AND CONTRACT WORK	-	
417	REVENUES OF NONUTILITY OPERATIONS	10,231	
417.1	EXPENSES OF NONUTILITY OPERATIONS	-	
418	NONOPERATING RENTAL INCOME	25,243	
418.1	EQUITY IN EARNINGS OF SUBSIDIARIES	-	
419	INTEREST AND DIVIDEND INCOME	4,792,144	
419.1	ALLOWANCE FOR OTHER FUNDS USED DURING CONSTRUCTION	35,256,954	
421	MISCELLANEOUS NONOPERATING INCOME	2,462,421	
421.1	GAIN ON DISPOSITION OF PROPERTY	-	
	TOTAL OTHER INCOME	<u>42,546,993</u>	
421.2	LOSS ON DISPOSITION OF PROPERTY	-	
425	MISCELLANEOUS AMORTIZATION	187,536	
426	MISCELLANEOUS OTHER INCOME DEDUCTIONS	3,503,544	
	TOTAL OTHER INCOME DEDUCTIONS	<u>3,691,080</u>	
408.2	TAXES OTHER THAN INCOME TAXES	479,073	
409.2	INCOME TAXES	(272,297)	
410.2	PROVISION FOR DEFERRED INCOME TAXES	5,805,031	
411.2	PROVISION FOR DEFERRED INCOME TAXES - CREDIT	(1,535,703)	
	TOTAL TAXES ON OTHER INCOME AND DEDUCTIONS	<u>4,476,104</u>	
	TOTAL OTHER INCOME AND DEDUCTIONS		<u>34,379,809</u>
	INCOME BEFORE INTEREST CHARGES		550,509,982
	EXTRAORDINARY ITEMS AFTER TAXES		0
	NET INTEREST CHARGES*		<u>131,467,842</u>
	NET INCOME		<u><u>\$419,042,140</u></u>

**NET OF ALLOWANCE FOR BORROWED FUNDS USED DURING CONSTRUCTION, (\$11,633,689)*

SAN DIEGO GAS & ELECTRIC COMPANY
STATEMENT OF INCOME AND RETAINED EARNINGS
Nine Months Ended September 30, 2016

3. RETAINED EARNINGS

RETAINED EARNINGS AT BEGINNING OF PERIOD, AS PREVIOUSLY REPORTED	\$3,915,568,308
NET INCOME (FROM PRECEDING PAGE)	419,042,140
DIVIDEND TO PARENT COMPANY	(175,000,000)
DIVIDENDS DECLARED - PREFERRED STOCK	0
OTHER RETAINED EARNINGS ADJUSTMENTS	0
RETAINED EARNINGS AT END OF PERIOD	<u>\$4,159,610,448</u>

APPENDIX C

STATEMENT OF PRESENT RATES



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Sheet 1

The following sheets contain all the effective rates and rules affecting rates, service and information relating thereto, in effect on the date indicated herein.

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143-2259	12-97	Departing Load Competition Transition Charge Agreement.....	10629-E
143-02359	12-97	Customer Request for SDG&E to Perform Telecommunication Service.....	11007-E
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APPENDIX D

STATEMENT OF PROPOSED RATE INCREASE

The Table below presents the illustrative class average electric rate impacts (i.e., rate increases) associated with the proposals and related revenue requirements proposed in this Application for the period 2018 through 2021. Further details regarding the proposed rate designs and revenue requirements can be found in the direct testimony of Cynthia Fang (Chapter 5) and direct testimony of Michael A. Calabrese (Chapter 6).

Class Average Rates Impact

	Current 1/1/17	2018		2019		2020		2021	
		Proposed Rate	% Change from Current	Proposed Rate	% Change from Current	Proposed Rate	% Change from Current	Proposed Rate	% Change from Current
Residential	24.896	24.881	-0.06%	24.876	-0.08%	25.044	0.59%	25.079	0.74%
Small Comm.	23.399	23.384	-0.06%	23.380	-0.08%	23.542	0.61%	23.576	0.76%
Med & Lg C&I	19.374	19.366	-0.04%	19.364	-0.05%	19.457	0.43%	19.477	0.53%
Agriculture	17.389	17.380	-0.05%	17.377	-0.07%	17.482	0.53%	17.504	0.66%
Lighting	19.565	19.556	-0.05%	19.554	-0.06%	19.647	0.42%	19.667	0.52%
System Total	21.783	21.771	-0.06%	21.768	-0.07%	21.896	0.52%	21.923	0.64%

APPENDIX E

COST OF PROPERTY AND DEPRECIATION RESERVE

SAN DIEGO GAS & ELECTRIC COMPANY
COST OF PROPERTY AND
DEPRECIATION RESERVE APPLICABLE THERETO
AS OF SEPTEMBER 30, 2016

<u>No.</u>	<u>Account</u>	<u>Original Cost</u>	<u>Reserve for Depreciation and Amortization</u>
ELECTRIC DEPARTMENT			
302	Franchises and Consents	222,841.36	202,900.30
303	Misc. Intangible Plant	151,497,281.44	76,910,726.58
	TOTAL INTANGIBLE PLANT	151,720,122.80	77,113,626.88
310.1	Land	14,526,518.29	46,518.29
310.2	Land Rights	0.00	0.00
311	Structures and Improvements	95,407,714.47	42,036,800.17
312	Boiler Plant Equipment	166,576,622.04	71,369,682.34
314	Turbogenerator Units	138,276,234.03	48,371,852.67
315	Accessory Electric Equipment	85,716,403.89	34,996,227.99
316	Miscellaneous Power Plant Equipment	45,813,287.16	10,528,037.57
	Steam Production Decommissioning	0.00	0.00
	TOTAL STEAM PRODUCTION	546,316,779.88	207,349,119.03
320.1	Land	0.00	0.00
320.2	Land Rights	0.00	0.00
321	Structures and Improvements	8,868,527.59	2,658,162.87
322	Boiler Plant Equipment	223,650,959.30	21,662,290.99
323	Turbogenerator Units	26,982,364.66	2,370,893.39
324	Accessory Electric Equipment	10,877,777.76	1,458,232.53
325	Miscellaneous Power Plant Equipment	147,107,682.44	48,807,803.51
101	SONGS PLANT CLOSURE GROSS PLANT-	(417,487,311.75)	(76,957,383.29)
	TOTAL NUCLEAR PRODUCTION	0.00	0.00
340.1	Land	143,475.87	0.00
340.2	Land Rights	56,032.61	8,602.03
341	Structures and Improvements	22,703,423.92	6,962,378.61
342	Fuel Holders, Producers & Accessories	20,348,101.38	6,407,589.43
343	Prime Movers	87,218,053.23	33,265,038.10
344	Generators	343,011,248.58	130,485,405.08
345	Accessory Electric Equipment	32,506,374.56	12,251,605.77
346	Miscellaneous Power Plant Equipment	26,173,720.53	12,941,520.87
	TOTAL OTHER PRODUCTION	532,160,430.68	202,322,139.89
	TOTAL ELECTRIC PRODUCTION	1,078,477,210.56	409,671,258.92

<u>No.</u>	<u>Account</u>	<u>Original Cost</u>	<u>Reserve for Depreciation and Amortization</u>
350.1	Land	66,531,300.86	0.00
350.2	Land Rights	155,345,383.03	19,955,301.81
352	Structures and Improvements	471,888,846.40	62,275,772.20
353	Station Equipment	1,385,119,627.62	259,363,669.30
354	Towers and Fixtures	895,788,350.41	155,140,329.22
355	Poles and Fixtures	452,300,668.48	90,120,532.80
356	Overhead Conductors and Devices	567,859,848.13	218,871,206.59
357	Underground Conduit	353,823,165.06	51,239,071.02
358	Underground Conductors and Devices	371,981,185.11	50,774,660.39
359	Roads and Trails	310,040,707.89	26,996,004.83
101	SONGS PLANT CLOSURE GROSS PLANT-	0.00	0.00
	TOTAL TRANSMISSION	5,030,679,082.99	934,736,548.16
360.1	Land	16,176,227.80	0.00
360.2	Land Rights	84,691,802.80	40,225,024.47
361	Structures and Improvements	4,082,530.20	1,802,486.28
362	Station Equipment	497,367,748.34	161,021,131.55
363	Storage Battery Equipment	38,262,102.18	5,716,135.82
364	Poles, Towers and Fixtures	663,481,765.82	263,601,476.38
365	Overhead Conductors and Devices	605,133,333.91	203,383,280.37
366	Underground Conduit	1,165,407,965.21	457,149,232.15
367	Underground Conductors and Devices	1,463,008,396.38	876,459,913.30
368.1	Line Transformers	588,041,021.42	134,682,439.30
368.2	Protective Devices and Capacitors	37,338,350.61	1,504,617.68
369.1	Services Overhead	144,352,314.28	120,439,566.04
369.2	Services Underground	340,113,496.50	239,571,414.99
370.1	Meters	192,531,745.82	74,493,798.59
370.2	Meter Installations	55,594,647.25	19,438,922.80
371	Installations on Customers' Premises	8,443,273.72	10,391,230.75
373.1	St. Lighting & Signal Sys.-Transformers	0.00	0.00
373.2	Street Lighting & Signal Systems	29,006,791.56	18,667,458.97
	TOTAL DISTRIBUTION PLANT	5,933,033,513.80	2,628,548,129.44
389.1	Land	7,312,142.54	0.00
389.2	Land Rights	0.00	0.00
390	Structures and Improvements	33,374,220.91	24,021,583.04
392.1	Transportation Equipment - Autos	0.00	49,884.21
392.2	Transportation Equipment - Trailers	58,145.67	12,899.80
393	Stores Equipment	8,545.97	8,293.21
394.1	Portable Tools	24,742,917.67	8,401,335.51
394.2	Shop Equipment	341,135.67	251,293.60
395	Laboratory Equipment	5,152,106.01	409,899.19
396	Power Operated Equipment	60,528.93	117,501.67
397	Communication Equipment	266,347,749.23	100,224,791.72
398	Miscellaneous Equipment	5,781,694.61	912,712.52
	TOTAL GENERAL PLANT	343,179,187.21	134,410,194.47
101	TOTAL ELECTRIC PLANT	12,537,089,117.36	4,184,479,757.87

<u>No.</u>	<u>Account</u>	<u>Original Cost</u>	<u>Reserve for Depreciation and Amortization</u>
GAS PLANT			
302	Franchises and Consents	86,104.20	86,104.20
303	Miscellaneous Intangible Plant	0.00	0.00
	TOTAL INTANGIBLE PLANT	86,104.20	86,104.20
360.1	Land	0.00	0.00
361	Structures and Improvements	0.00	0.00
362.1	Gas Holders	0.00	0.00
362.2	Liquefied Natural Gas Holders	0.00	0.00
363	Purification Equipment	0.00	0.00
363.1	Liquefaction Equipment	0.00	0.00
363.2	Vaporizing Equipment	0.00	0.00
363.3	Compressor Equipment	0.00	0.00
363.4	Measuring and Regulating Equipment	0.00	0.00
363.5	Other Equipment	0.00	0.00
363.6	LNG Distribution Storage Equipment	2,242,164.87	1,053,802.03
	TOTAL STORAGE PLANT	2,242,164.87	1,053,802.03
365.1	Land	4,649,143.75	0.00
365.2	Land Rights	2,232,291.80	1,377,955.55
366	Structures and Improvements	15,181,057.58	9,953,684.86
367	Mains	222,335,086.03	73,755,335.96
368	Compressor Station Equipment	85,295,170.69	68,327,978.95
369	Measuring and Regulating Equipment	20,964,862.90	16,616,087.65
371	Other Equipment	117,058.52	2,799.57
	TOTAL TRANSMISSION PLANT	350,774,671.27	170,033,842.54
374.1	Land	102,187.24	0.00
374.2	Land Rights	8,311,050.46	6,850,716.04
375	Structures and Improvements	43,446.91	61,253.10
376	Mains	781,868,494.99	364,616,145.66
378	Measuring & Regulating Station Equipment	18,055,275.18	7,936,503.03
380	Distribution Services	263,967,498.41	295,819,545.31
381	Meters and Regulators	156,137,040.56	52,991,938.75
382	Meter and Regulator Installations	94,943,092.67	38,264,534.32
385	Ind. Measuring & Regulating Station Equipm	1,516,810.70	1,192,265.42
386	Other Property On Customers' Premises	0.00	0.00
387	Other Equipment	5,223,271.51	4,948,553.11
	TOTAL DISTRIBUTION PLANT	1,330,168,168.63	772,681,454.74

<u>No.</u>	<u>Account</u>	<u>Original Cost</u>	<u>Reserve for Depreciation and Amortization</u>
392.1	Transportation Equipment - Autos	0.00	25,503.00
392.2	Transportation Equipment - Trailers	74,500.55	74,500.68
394.1	Portable Tools	9,141,612.73	3,959,162.67
394.2	Shop Equipment	76,864.06	51,199.27
395	Laboratory Equipment	283,093.66	274,940.51
396	Power Operated Equipment	16,162.40	7,225.95
397	Communication Equipment	2,704,837.27	1,037,572.93
398	Miscellaneous Equipment	473,380.31	64,338.14
	TOTAL GENERAL PLANT	12,770,450.98	5,494,443.15
101	TOTAL GAS PLANT	1,696,041,559.95	949,349,646.66
COMMON PLANT			
303	Miscellaneous Intangible Plant	385,936,907.96	240,931,294.41
350.1	Land	0.00	0.00
360.1	Land	0.00	0.00
389.1	Land	7,168,914.56	0.00
389.2	Land Rights	1,080,961.15	27,776.34
390	Structures and Improvements	346,847,731.11	146,150,039.23
391.1	Office Furniture and Equipment - Other	32,001,802.93	14,515,792.45
391.2	Office Furniture and Equipment - Computer E	49,714,206.29	28,703,180.78
392.1	Transportation Equipment - Autos	408,259.35	(338,930.17)
392.2	Transportation Equipment - Trailers	12,195.98	4,882.65
393	Stores Equipment	58,941.18	45,308.91
394.1	Portable Tools	1,232,026.51	354,029.69
394.2	Shop Equipment	191,385.80	120,840.69
394.3	Garage Equipment	1,560,326.28	193,362.05
395	Laboratory Equipment	2,095,455.34	959,645.22
396	Power Operated Equipment	0.00	(192,979.10)
397	Communication Equipment	188,487,014.40	71,976,054.03
398	Miscellaneous Equipment	2,441,440.75	438,266.81
118.1	TOTAL COMMON PLANT	1,019,237,569.59	503,888,563.99
	TOTAL ELECTRIC PLANT	12,537,089,117.36	4,184,479,757.87
	TOTAL GAS PLANT	1,696,041,559.95	949,349,646.66
	TOTAL COMMON PLANT	1,019,237,569.59	503,888,563.99
			4,184,479,757.87
101 & 118.1	TOTAL	15,252,368,246.90	5,637,717,968.52
101	PLANT IN SERV-SONGS FULLY RECOVER	0.00	0.00
101	PLANT IN SERV-ELECTRIC NON-RECON		
	Electric	0.00	0.00
	Gas	0.00	0.00
		0.00	0.00

<u>No.</u>	<u>Account</u>	<u>Original Cost</u>	<u>Reserve for Depreciation and Amortization</u>
101	PLANT IN SERV-ASSETS HELD FOR SALE		
	Electric	0.00	0.00
	Common	0.00	0.00
		<u>0.00</u>	<u>0.00</u>
101	PLANT IN SERV-LEGACY METER RECLASS		
	Electric	0.00	0.00
		<u>0.00</u>	<u>0.00</u>
101	PLANT IN SERV-PP TO SAP OUT OF BAL		
	Electric	0.00	0.00
		<u>0.00</u>	<u>0.00</u>
118	PLANT IN SERV-COMMON NON-RECON		
	Common - Transferred Asset Adjustment	(1,627,745.96)	(1,627,745.96)
		<u>(1,627,745.96)</u>	<u>(1,627,745.96)</u>
101	Accrual for Retirements		
	Electric	(4,945,448.07)	(4,945,448.07)
	Gas	(321,418.44)	(321,418.44)
		<u>(5,266,866.51)</u>	<u>(5,266,866.51)</u>
	TOTAL PLANT IN SERV-ACCRUAL FOR RE	<u>(5,266,866.51)</u>	<u>(5,266,866.51)</u>
102	Electric	0.00	0.00
	Gas	0.00	0.00
		<u>0.00</u>	<u>0.00</u>
	TOTAL PLANT PURCHASED OR SOLD	<u>0.00</u>	<u>0.00</u>
104	Electric	85,194,000.02	13,551,803.70
	Gas	0.00	0.00
		<u>85,194,000.02</u>	<u>13,551,803.70</u>
	TOTAL PLANT LEASED TO OTHERS	<u>85,194,000.02</u>	<u>13,551,803.70</u>
105	Plant Held for Future Use		
	Electric	11,307,727.50	0.00
	Gas	0.00	0.00
		<u>11,307,727.50</u>	<u>0.00</u>
	TOTAL PLANT HELD FOR FUTURE USE	<u>11,307,727.50</u>	<u>0.00</u>
107	Construction Work in Progress		
	Electric	734,092,930.18	
	Gas	237,538,912.28	
	Common	62,850,082.68	
		<u>1,034,481,925.14</u>	<u>0.00</u>
	TOTAL CONSTRUCTION WORK IN PROGRESS	<u>1,034,481,925.14</u>	<u>0.00</u>
108	Accum. Depr SONGS Mitigation/Spent Fuel Disallowance		
	Electric	0.00	0.00
		<u>0.00</u>	<u>0.00</u>

<u>No.</u>	<u>Account</u>	<u>Original Cost</u>	<u>Reserve for Depreciation and Amortization</u>
108.5	Accumulated Nuclear Decommissioning Electric	0.00	1,066,826,142.09
	TOTAL ACCUMULATED NUCLEAR DECOMMISSIONING	0.00	1,066,826,142.09
101.1	ELECTRIC CAPITAL LEASES	852,823,281.00	211,348,459.00
118.1	COMMON CAPITAL LEASE	20,629,802.04	20,188,285.23
		873,453,083.04	231,536,744.23
120	NUCLEAR FUEL FABRICATION	62,963,775.37	40,861,208.00
120	SONGS PLANT CLOSURE-NUCLEAR FUEL	(62,963,775.37)	(40,861,208.00)
143	FAS 143 ASSETS - Legal Obligation	1,379,851.00	(1,063,102,174.89)
	SONGS Plant Closure - FAS 143 contra	0.00	0.00
	FIN 47 ASSETS - Non-Legal Obligation	89,304,473.36	32,338,149.81
143	FAS 143 ASSETS - Legal Obligation	0.00	(1,453,723,157.35)
	TOTAL FAS 143	90,684,324.36	(2,484,487,182.43)
	UTILITY PLANT TOTAL	17,340,594,694.49	4,458,250,863.64

APPENDIX F
SUMMARY OF EARNINGS

SAN DIEGO GAS & ELECTRIC COMPANY
SUMMARY OF EARNINGS
Nine Months Ended September 30, 2016
(DOLLARS IN MILLIONS)

<u>Line No.</u>	<u>Item</u>	<u>Amount</u>
1	Operating Revenue	\$3,516
2	Operating Expenses	<u>3,000</u>
3	Net Operating Income	<u><u>\$516</u></u>
4	Weighted Average Rate Base	\$7,859
5	Rate of Return*	7.79%

*Authorized Cost of Capital

APPENDIX G

GOVERNMENTAL ENTITIES RECEIVING NOTICE

State of California
Attorney General's Office
P.O. Box 944255
Sacramento, CA 94244-2550

State of California
Attn. Director Dept of General
Services
PO Box 989052
West Sacramento, CA 95798-9052

Department of U.S. Administration
General Services Administration
300 N. Los Angeles St. #3108
Los Angeles, CA 90012

Naval Facilities Engineering
Command
Navy Rate Intervention
1314 Harwood Street SE
Washing Navy Yard, DC 20374

Alpine County
Attn. County Clerk
99 Water Street, P.O. Box 158
Markleeville, CA 96120

Borrego Springs Chamber of
Commerce Attn. City Clerk
786 Palm Canyon Dr
PO Box 420
Borrego Springs CA 92004-0420

City of Carlsbad
Attn. City Attorney
1200 Carlsbad Village Drive
Carlsbad, CA 92008-19589

City of Carlsbad
Attn. Office of the County Clerk
1200 Carlsbad Village Drive
Carlsbad, CA 92008-19589

City of Chula Vista
Attn: Office of the City Clerk
276 Fourth Avenue
Chula Vista, California 91910-2631

City of Chula Vista
Attn. City Attorney
276 Fourth Ave
Chula Vista, Ca 91910-2631

City of Coronado
Attn. Office of the City Clerk
1825 Strand Way
Coronado, CA 92118

City of Coronado
Attn. City Attorney
1825 Strand Way
Coronado, CA 92118

City of Dana Point
Attn. City Attorney
33282 Golden Lantern
Dana Point, CA 92629

City of Dana Point
Attn. City Clerk
33282 Golden Lantern
Dana Point, CA 92629

City of Del Mar
Attn. City Attorney
1050 Camino Del Mar
Del Mar, CA 92014

City of Del Mar
Attn. City Clerk
1050 Camino Del Mar
Del Mar, CA 92014

City of El Cajon
Attn. City Clerk
200 Civic Way
El Cajon, CA 92020

City of El Cajon
Attn. City Attorney
200 Civic Way
El Cajon, CA 92020

City of Encinitas
Attn. City Attorney
505 S. Vulcan Ave.
Encinitas, CA 92024

City of Encinitas
Attn. City Clerk
505 S. Vulcan Ave.
Encinitas, CA 92024

City of Escondido
Attn. City Clerk
201 N. Broadway
Escondido, CA 92025

City of Escondido
Attn. City Attorney
201 N. Broadway
Escondido, CA 92025

City of Fallbrook
Chamber of Commerce
Attn. City Clerk
111 S. Main Avenue
Fallbrook, CA 92028

City of Fallbrook
Chamber of Commerce
Attn. City Attorney
111 S. Main Avenue
Fallbrook, CA 92028

City of Imperial Beach
Attn. City Clerk
825 Imperial Beach Blvd
Imperial Beach, CA 92032

City of Imperial Beach
Attn. City Attorney
825 Imperial Beach Blvd
Imperial Beach, CA 92032

Julian Chamber of Commerce
P.O. Box 1866
2129 Main Street
Julian, CA

City of Laguna Beach
Attn. City Clerk
505 Forest Ave
Laguna Beach, CA 92651

City of Laguna Beach
Attn. City Attorney
505 Forest Ave
Laguna Beach, CA 92651

City of Laguna Niguel
Attn. City Attorney
30111 Crown Valley Parkway
Laguna Niguel, California 92677

City of Laguna Niguel
Attn. City Clerk
30111 Crown Valley Parkway
Laguna Niguel, California 92677

City of Lakeside
Attn. City Clerk
9924 Vine Street
Lakeside CA 92040

City of La Mesa
Attn. City Attorney
8130 Allison Avenue
La Mesa, CA 91941

City of La Mesa
Attn. City Clerk
8130 Allison Avenue
La Mesa, CA 91941

City of Lemon Grove
Attn. City Clerk
3232 Main St.
Lemon Grove, CA 92045

City of Lemon Grove
Attn. City Attorney
3232 Main St.
Lemon Grove, CA 92045

City of Mission Viejo
Attn: City Clerk
200 Civic Center
Mission Viejo, CA 92691

City of Mission Viejo
Attn: City Attorney
200 Civic Center
Mission Viejo, CA 92691

City of National City
Attn. City Clerk
1243 National City Blvd
National City, CA 92050

City of National City
Attn. City Attorney
1243 National City Blvd
National City, CA 92050

City of Oceanside
Attn. City Clerk
300 N. Coast Highway
Oceanside, CA 92054-2885

City of Oceanside
Attn. City Attorney
300 N. Coast Highway
Oceanside, CA 92054-2885

County of Orange
Attn. County Counsel
P.O. Box 1379
Santa Ana, CA 92702

County of Orange
Attn. County Clerk
12 Civic Center Plaza, Room 101
Santa Ana, CA 92701

City of Poway
Attn. City Clerk
P.O. Box 789
Poway, CA 92064

City of Poway
Attn. City Attorney
P.O. Box 789
Poway, CA 92064

City of Ramona
Attn. City Clerk
960 Main Street
Ramona, CA 92065

City of Ramona
Attn. City Attorney
960 Main Street
Ramona, CA 92065

City of San Diego
Attn. Mayor
202 C Street, 11th Floor
San Diego, CA 92101

City of San Clemente
Attn. City Clerk
100 Avenida Presidio
San Clemente, CA 92672

City of San Clemente
Attn. City Attorney
100 Avenida Presidio
San Clemente, CA 92672

County of San Diego
Attn. County Counsel
1600 Pacific Hwy
San Diego, CA 92101

County of San Diego
Attn. County Clerk
P.O. Box 121750
San Diego, CA 92101

City of San Diego
Attn. City Attorney
1200 Third Ave.
Suite 1620
San Diego, CA 92101

City of San Diego
Attn. City Clerk
202 C Street, 2nd Floor
San Diego, CA 92101

City of San Marcos
Attn. City Attorney
1 Civic Center Dr.
San Marcos, CA 92069

City of San Marcos
Attn. City Clerk
1 Civic Center Dr.
San Marcos, CA 92069

City of Santee
Attn. City Clerk
10601 Magnolia Avenue
Santee, CA 92071

City of Santee
Attn. City Attorney
10601 Magnolia Avenue
Santee, CA 92071

City of Solana Beach
Attn. City Attorney
635 S. Highway 101
Solana Beach, CA 92075

Spring Valley Chamber of
Commerce
Attn. City Clerk
3322 Sweetwater Springs Blvd,
Ste. 202
Spring Valley, CA 91977-3142

Valley Center Chamber of
Commerce
Attn. City Clerk
P.O. Box 8
Valley Center, CA 92082

City of Vista
Attn. City Attorney
200 Civic Center Drive, Bldg. K
Vista, CA 92084

City of Vista
Attn. City Clerk
200 Civic Center Drive
Vista, CA 92084

City of Aliso Viejo
12 Journey
Aliso Viejo, CA 92656