

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

Application of San Diego Gas & Electric
Company (U 902-E) For Approval of Senate
Bill 350 Transportation Electrification
Proposals Regarding Medium and Heavy-
Duty Electric Vehicles and a Vehicle-To-Grid
Pilot.

Application No. A.18-01-__
(Filed January 22, 2018)

**APPLICATION OF SAN DIEGO GAS & ELECTRIC COMPANY (U 902-E) FOR
APPROVAL OF SENATE BILL 350 TRANSPORTATION ELECTRIFICATION
PROPOSALS REGARDING MEDIUM AND HEAVY-DUTY ELECTRIC VEHICLES
AND A VEHICLE-TO-GRID PILOT**

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TABLE OF CONTENTS

I. INTRODUCTION 1

II. SDG&E’S STANDARD REVIEW MD/HD EV CHARGING INFRASTRUCTURE PROGRAM AND V2G PILOT 5

 A. A Description of the Program..... 5

 B. The V2G Pilot Properly Is Not Included In SDG&E’s EPIC Triennial Application 10

III. BRIEF DESCRIPTIONS OF SUPPORTING TESTIMONY 12

IV. STATUTORY AND PROCEDURAL REQUIREMENTS..... 13

 A. Rule 2.1 (a) – (c)..... 13

 1. Rule 2.1 (a) - Legal Name..... 13

 2. Rule 2.1 (b) - Correspondence 13

 3. Rule 2.1 (c)..... 14

 a. Proposed Category of Proceeding..... 14

 b. Need for Hearings 14

 c. Issues to be Considered..... 15

 d. Proposed Schedule 15

 B. Rule 2.2 – Articles of Incorporation 16

 C. Rule 3.2 (a) – (d) – Authority to Increase Rates 16

 1. Rule 3.2 (a) (1) – Balance Sheet 16

 2. Rule 3.2 (a) (2) – Statement of Effective Rates 16

 3. Rule 3.2 (a) (3) – Statement of Proposed Increases..... 16

 4. Rule 3.2 (a) (4) – Description of Property and Equipment..... 16

 5. Rule 3.2 (a) (5) and (6) – Summary of Earnings 17

 6. Rule 3.2 (a) (7) – Statement Re Tax Depreciation..... 17

 7. Rule 3.2 (a) (8) – Proxy Statement 18

 8. Rule 3.2 (a) (10) – Statement Re Pass Through to Customers 18

 9. Rule 3.2 (b) – Notice to State, Cities and Counties 18

 10. Rule 3.2 (c) – Newspaper Publication 18

 11. Rule 3.2 (d) – Bill Insert Notice..... 19

V. SERVICE..... 19

VI. CONCLUSION AND SPECIFIC REQUEST FOR RELIEF..... 19

Appendix A – Support Letters

Appendix B – SDG&E Q3 2017 Financial Statement, Balance Sheet, and Income Statement
Appendix C – SDG&E Statement of Effective Rates
Appendix D – Statement of Proposed Rate Increase
Appendix E – SDG&E Q3 2017 Original Cost and Depreciation Reserve
Appendix F – SDG&E Q3 2017 Summary of Earnings
Appendix G – Service List of Notice to State, Cities, and Counties

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I. INTRODUCTION

Pursuant to Senate Bill 350¹ (“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” (September 14, 2016) (“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 a program to facilitate widespread transportation electrification (“TE”) of the medium-duty and heavy-duty vehicle segments and an electric school bus vehicle to grid (“V2G”) pilot. To that end, SDG&E proposes a Medium-Duty and Heavy-Duty Electric Vehicle Charging Infrastructure Program (“MD/HD EV Charging Infrastructure Program” or “Program”) and Vehicle to Grid Electric School Bus Pilot (“V2G Pilot” or “Pilot”).

¹ SB 350, Stats. 2015, Ch. 547.

Many stakeholders support SDG&E’s efforts to support transportation electrification of medium-duty and heavy-duty vehicles. This is evidenced by the support letters that are included in Appendix A, including letters from The Otay Mesa Chamber of Commerce, San Diego Unified Port District, North County Transit District and others.

California’s climate change policies are the most innovative and aggressive in the nation. To meet the goals established by Assembly Bill (“AB”) 32² and accelerated in SB 32,³ the State will have to seek new ways to reduce greenhouse gas (“GHG”) emissions. According to the California Air Resources Board (“CARB”), the transportation sector accounts for 39% of all GHG emissions in California. In SDG&E’s service territory (which has less manufacturing, mining and agriculture electricity demand compared to the rest of the state), transportation accounts for approximately 50% of all GHG emissions. As described in the direct testimony of Hannon J. Rasool (Chapter 2), there are approximately 103,000 Class 2-Class 8 commercial vehicles in SDG&E’s service territory. In addition, recent studies have shown the degradation of air quality in San Diego County, culminating with the American Lung Association’s recent grade of “F” in air quality for San Diego County in the organization’s 2016 and 2017 “State of the Air” reports. Therefore, SDG&E’s service territory represents a prime target for GHG reduction. Mass adoption of electric vehicles (“EVs”) is a viable and necessary step to meeting climate and air quality goals. Electric utilities should play a major role in developing the charging infrastructure needed to reach mass adoption.

² AB 32, Stats. 2006, Ch. 488.

³ SB 32, Stats. 2016, Ch. 249.

SB 350 recognizes that transportation is both a major source of GHG emissions and a critical tool in reducing those emissions. P.U. Code §740.12, which was added by SB 350, codifies this recognition as follows:

- (A) Advanced clean vehicles and fuels are needed to reduce petroleum use, to meet air quality standards, to improve public health, and to achieve greenhouse gas reduction goals. ...
- (D) Reducing emissions of greenhouse gases to 40 percent below 1990 levels by 2030 and to 80 percent below 1990 levels by 2050 will require widespread transportation electrification.

P.U. Code §740.12 also recognizes the critical role utilities will play:

- (E) Widespread transportation electrification requires electrical corporations to increase access to the use of electricity as a transportation fuel.

Continuing with its efforts to align with the goals of SB 350, AB 32 and SB 32, SDG&E is proposing its MD/HD EV Charging Infrastructure Program and V2G Pilot. Heavy-duty vehicles, including trucks and buses, are one of the largest sources of harmful air pollution in California. The single largest source of nitrogen oxide pollution in the state, they also produce more particulate matter pollution than all of California's power plants combined. Notably, disadvantaged communities are disproportionately impacted by these sources of harmful air pollution. As articulated by the Environmental Health Coalition during the September 27, 2017 Chula Vista SB 350 Community Meeting:

“[In] order for transit and freight agencies to comply with SB 350, they need ample support from SDG&E and building the infrastructure necessary to support a full fleet of zero-emission buses and trucks. So zero-emission buses especially are important to low-income communities of color, because these communities experience the greatest exposure to pollution from medium- to heavy-duty vehicles and transit and freight systems. So in San Diego, disadvantaged

communities often live near freeways, roads, and the port. So this is where greenhouse gas emissions and other pollutants are concentrated... Further in San Diego, low-income people of color occupy the majority of transit riders...So this means that disadvantaged communities are both transit's most loyal customers and those facing the majority of the pollutant impacts from that same system that they rely on. And an electrified transit system would make a great impact for those people who use it most...As I said earlier, without the support and investment from SDG&E for charging infrastructure for these medium- and heavy-duty vehicles. These benefits that are so possible are impossible to realize.”⁴

This proposed MD/HD EV Charging Infrastructure Program is a multi-year program commencing upon Commission approval targeting medium-duty and heavy-duty vehicles and support equipment, such as forklifts and transport refrigeration units (“TRUs”). Commencing with final Commission approval, the sign-up period will last for five years. The Program will support approximately 3,100 electric vehicles (Class 2 – 8), forklifts and TRUs referred to as “Target Vehicles” for program participants who procure and utilize electric vehicles as part of their business operations. The Target Vehicles are used by businesses, transit agencies, freight movement at the port and border, and other vocations.

This application also includes the V2G Pilot that will utilize ten electric school buses capable of V2G as a distributed energy resource. The vehicles will charge during the day to take advantage of high mid-day solar. The vehicles will bid into the CAISO market and discharge energy when called upon in the late afternoon and evenings to provide system level grid services. V2G activity will occur when the vehicles are not being used for their primary purpose of transporting school children. Data will be collected for a one-year duration to examine the costs, benefits and scalability of V2G.

⁴ Environmental Health Coalition statement, September 27, 2017 Chula Vista SB 350 Community Meeting. Reporter’s Transcript (September 27, 2017), pp. 613:1-615:19.

II. SDG&E'S STANDARD REVIEW MD/HD EV CHARGING INFRASTRUCTURE PROGRAM AND V2G PILOT

A. A Description of the Program

In order to meet California's aggressive goals regarding zero-emission vehicle ("ZEV")⁵ adoption, as well as to decarbonize and promote the efficient use of the electric grid, SDG&E is proposing the MD/HD EV Charging Infrastructure Program and the V2G Pilot to encourage adoption of electric vehicles.

As discussed in more detail in supporting testimony concerning the MD/HD EV Charging Infrastructure Program, commencing with final Commission approval, SDG&E will install, maintain and own the infrastructure up to the electric vehicle supply equipment ("EVSE"). The program participant will have the option to elect to have SDG&E own and maintain the EVSE or own and maintain it themselves. Under both models, an allowance will be given to the program participant to be applied towards the cost of the EVSE. The program participant will be responsible for paying the EVSE cost in excess of the allowance. The Program will reduce barriers to EV adoption and accelerate TE in the medium-duty and heavy-duty electric vehicle market segments.

An emphasis will be placed on supporting disadvantaged communities ("DACs"). DACs are often most impacted by the consequences of local air pollution, business operations and other environmental hazards. SDG&E will focus on deploying infrastructure in DACs to help reduce tailpipe emissions in those areas.

⁵ 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.

As with the priority review and standard review projects SDG&E proposed in Application 17-01-020,⁶ these new MD/HD EV Charging Infrastructure Program and V2G Pilot proposals reflect SDG&E's continued recognition of concerns about competition that may be raised with respect to these programs. That said, the main point of these two proposed programs is to remove a significant barrier to more rapid EV market growth: the up-front costs to adopt electric vehicles, including the cost of infrastructure and sufficient education on EVs. SDG&E continues to believe utility involvement will lead to market advances that benefit all market participants and all ratepayers. 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.

Regarding the total estimated direct costs for the MD/HD EV Charging Infrastructure Program and V2G Pilot, they are summarized in the following charts.⁷

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⁶ These projects are favorably addressed in Decision ("D.") 18-01-024, *Decision on the Transportation Electrification Priority Review Projects*, dated January 11, 2018.

⁷ Note that these estimated costs do not include adjustments for overhead loaders and escalation factors. As shown in the supporting testimony, after updating the capital and O&M costs with the appropriate adjustment factors, the total standard review project cost is \$220.8 million for the MD/HD EV Charging Infrastructure Program and \$2.1 million for the V2G Pilot.

100% Utility Ownership of EVSEs – Direct Costs

SDG&E After Sales Tax, Unloaded, Unescalated, Direct Cost Estimate for Medium-Duty and Heavy-Duty Electric Vehicle Charging Infrastructure Program		
	Capital	O&M
Engineering and Design	18,307,355	
Trench and Conduit	26,569,945	
Wire and Installation	10,478,150	
Switch Gear / Meters	14,504,076	
Program and Project Management	5,988,539	
Charger/EVSE - Utility Owned	34,421,600	
Transformer	15,071,400	
Charger/EVSE - Allowance - Customer Owned		0
Customer Engagement		2,675,000
Measurement and Evaluation		428,571
Charger/EVSE Maintenance/Warranty		1,854,464
Tax and Contingency	20,267,956	0
Subtotal	145,609,021	4,958,035
Program Total	150,567,056	

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V2G Pilot – Direct Costs

SDG&E After Sales Tax, Unloaded, Unescalated, Direct Cost Estimate for V2G Electric School Bus Pilot		
	Capital	O&M
Engineering and Design	35,038	
Trench and Conduit	57,817	
Wire and Installation	32,300	
Switch Gear / Meters	15,378	
Program and Project Management	141,711	
Charger/EVSE - Utility Owned	182,530	
Transformer	18,252	
SDG&E Contribution Towards Bus		450,000
Electricity Cost		100,000
Measurement and Evaluation		25,000
Licensing and Analysis		452,461
Charger/EVSE Maintenance and Warranty		47,935
Tax and Contingency	174,110	
Subtotal	657,137	1,075,396
Pilot Total	1,732,533	

SDG&E proposes to record revenue and costs associated with the MD/HD EV Charging Infrastructure Program and V2G Pilot in balancing accounts until the program and pilot are in service and submitted as part of base margin revenue requirement in a future General Rate Case (“GRC”).

SDG&E requests authority to establish one-way balancing accounts to record the authorized revenue requirement and incremental implementation costs associated with the MD/HD EV Charging Infrastructure Program (the Medium-Duty / Heavy-Duty Electric Vehicle Balancing Account or MDHDBA) and the V2G Pilot (the Vehicle to Grid Balancing Account or V2GBA). SDG&E proposes to record revenues associated with the authorized revenue requirement as well as capital-related costs (i.e., depreciation, taxes and return) and operating

and maintenance incremental costs in the above balancing accounts. SDG&E proposes to recover costs from all electric customer classes through distribution rates for both the Program and the Pilot.

At this time, a new electric utility rate is not proposed. Should the Commission approve SDG&E's MD/HD EV Charging Infrastructure Program, program participants will have the option to select from approved SDG&E rates. At present in D. 17-08-030 the Commission approved a new C&I rate for commercial and industrial customers. This proposed rate option for Medium/Large commercial and industrial customers provides an exemption to distribution demand charges for demand occurring in the super off-peak period between midnight and 6a.m. weekdays, midnight to 2 p.m. weekends, and 10 a.m.-2 p.m. weekdays in March and April. Most recently, in D.18-01-024 the Commission stated that it will consider SDG&E's Commercial Grid Integrated Rate as part of the standard review process within Application 17-01-020.⁸

Further, in order to advance TE and be responsive to customers, SDG&E will convene a workshop or forum after the prehearing conference in this proceeding to garner stakeholder input on potential new rate options for commercial EV operators. Should that process yield new rate designs that facilitate transportation electrification and are consistent with SDG&E's rate design principles, SDG&E may propose an additional commercial EV rate option(s) in this or some other applicable proceeding subject to timing of ability to implement. If proposed in this proceeding, then SDG&E respectfully suggests that additional rate-related testimony may be served by SDG&E and intervenors in a separate track leading to a separate decision, so that a decision on the main proposals is not delayed and can proceed on schedule.

⁸ D.18-01-024 at 43.

B. The V2G Pilot Properly Is Not Included In SDG&E's EPIC Triennial Application

An electric utility subject to the Commission's jurisdiction that seeks research and development funds outside of Electric Program Investment Charge Program ("EPIC") must demonstrate why the proposed project has not been included in the utility's EPIC triennial application.⁹ SDG&E is seeking funding for the V2G Pilot outside of EPIC because funding the Pilot through EPIC would violate the Commission's rules. There are several restrictions on what types of projects electric investor owned utilities ("IOUs"), like SDG&E, may fund through EPIC.¹⁰ For example, IOUs are prohibited from funding technology that has already been commercialized.¹¹ The Pilot supports a new application of commercial products. Therefore, SDG&E is prohibited from funding the Pilot with EPIC funds. The Pilot also will provide regulatory assistance and regulatory streamlining to support clean energy technology. These Pilot programmatic components fall within the Commission's definition of "market facilitation," which is defined for purposes of EPIC as "[a] range of activities including program tracking, market research, education and outreach, regulatory assistance and streamlining, and

⁹ D.12-05-037 at 29-30 and Conclusion of Law ("COL") 15.

¹⁰ IOUs, like SDG&E, are only permitted to fund non-generation technology, demonstration and deployment ("TD&D") projects through EPIC. D.12-05-037 at Finding of Fact ("FOF") 8 & COL 13. The Commission has defined TD&D for purposes of the EPIC program "as the installation and operation of pre-commercial technologies or strategies at a scale sufficiently large and in conditions sufficiently reflective of anticipated actual operating environments to enable appraisal of the operational and performance characteristics and the financial risks." D.12-05-037 at FOF 4 & Ordering Paragraph ("OP") 3(b). Therefore, by definition, the IOUs are prohibited from funding anything that does not fall within the "pre-commercial" definition of TD&D. *See also*, D.12-05-037 at OP 4 (prohibiting the IOUs and the CEC from funding Market Support projects through EPIC, which are defined as "[p]rograms that seek to enhance the competitive position of certain preferred, commercially-proven technologies or approaches relative to incumbent technologies or approaches.").

¹¹ D.12-05-037 at OPs 3(b) and 4 .

workforce development to support clean energy technology and strategy deployment.”¹² As an electric IOU, SDG&E is prohibited from funding any market facilitation projects through EPIC.¹³ As a result, SDG&E has not, and cannot, fund the Pilot through EPIC.

Even though it would be inappropriate to use EPIC funds for the Pilot, SDG&E will adhere to the Commission’s directive that “RD&D funding requests outside of the EPIC process should . . . explain how they meet the objectives and metrics of EPIC. . . .”¹⁴ While not an EPIC-funded project, the Pilot meets the objectives of EPIC¹⁵ by promoting greater reliability, lowering costs, and increasing safety by reducing 1,980 MTCO_{2e} in GHG emissions over the vehicle lifetime¹⁶ and promoting low-emission vehicles/transportation, through efficient use of ratepayer monies. In addition, SDG&E will evaluate the Pilot against several metrics, many of

¹² D.12-05-037 at OP3(c).

¹³ D.13-11-025 at COL 29 (“The IOU Administrators should not use EPIC funds for the energy efficiency projects or market facilitation activities.”).

¹⁴ D.12-05-037 at COL 15.

¹⁵ According to D.12-05-037 at OP 2:

The primary and mandatory guiding principle of the Electric Program Investment Charge shall be to provide electricity ratepayer benefits, defined as promoting greater reliability, lower costs, and increased safety, with the following complementary guiding principles:

- a. Societal benefits;
- b. Greenhouse gas emissions mitigation and adaptation in the electricity sector at the lowest possible cost;
- c. The loading order;
- d. Low-emission vehicles/transportation;
- e. Economic development; and
- f. Efficient use of ratepayer monies.

¹⁶ See the Direct Testimony of J.C. Martin (Chapter 7) for further details.

which are the same metrics used to evaluate EPIC projects.¹⁷ SDG&E will submit the results of its evaluation after the Pilot has been completed, or when instructed by the Commission.

III. 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: (Linda P. Brown) provides an overview of SDG&E’s vision regarding transportation electrification and policy support for its MD/HD EV Charging Infrastructure Program and V2G Pilot that utilizes electric school buses;
- Chapter 2: (Hannon J. Rasool) describes in detail SDG&E’s MD/HD EV Charging Infrastructure Program to support approximately 3,100 Target Vehicles;
- Chapter 3: (David M. Goldgraben) describes the specific details regarding the V2G Pilot;

¹⁷ The metrics for EPIC are provided at D.13-11-025 at Attachment 4. The list is not exhaustive and metrics are used on a project-by-project basis. D.13-11-025 at COL 61. SDG&E will likely use the following metrics to evaluate the Pilot:

1. Potential energy and cost savings in terms of customer bill savings (dollars saved);
2. Potential economic benefits, such as reducing operations and maintenance costs for the customer;
3. Potential environmental benefits, specifically GHG emissions reductions (MMTCO₂e) and criteria air pollution emission reductions;
4. Safety, Power Quality, and Reliability (Equipment, Electricity System), specifically electric system power flow congestion reduction; and
5. Identification of barriers or issues resolved that prevented widespread deployment of technology or strategy, specifically,
 - Increased use of cost-effective digital information and control technology to improve reliability, security, and efficiency of the electric grid (P.U. Code § 8360(a));
 - Deployment and integration of cost-effective distributed resources, (P.U. Code § 8360(c));
 - Deployment and integration of cost-effective advanced electricity storage and peak-shaving technologies, including plug-in electric and hybrid electric vehicles (P.U. Code § 8360(g)); and
 - Identification and lowering of unreasonable or unnecessary barriers to adoption of smart grid technologies, practices, and services (P.U. Code § 8360(j)).

- Chapter 4: (Kellen C. Gill) describes the proposed rate recovery for the transportation electrification proposals that are the subject of this application;
- Chapter 5: (Gregory D. Shimansky) identifies the costs associated with the proposals; describes the methodology used by SDG&E in determining the revenue requirements for the proposals; and identifies the resulting annual revenue requirements for the MD/HD EV Charging Infrastructure Program and the V2G Pilot;
- Chapter 6: (Norma G. Jasso) describes the balancing accounts requested for recovering the costs related to SDG&E's MD/HD EV Charging Infrastructure Program and the V2G Pilot; and
- Chapter 7: (J.C. Martin) describes the air quality impacts for SDG&E's MD/HD EV Charging Infrastructure Program and V2G Pilot.

IV. 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 attorneys in this matter are John A. Pacheco and James F. Walsh.

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 of the MD/HD EV Charging Infrastructure Program and V2G Pilot from its ratepayers, and the costs will thus influence SDG&E's rates.

b. Need for Hearings

SDG&E believes that approval of the proposed MD/HD EV Charging Infrastructure Program and V2G Pilot may 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 these projects, including cost recovery for these projects.

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:

ACTION	DATE
SDG&E files Application	January 22, 2018
Responses/Protests Due	No sooner than February 22, 2018
Reply to Responses/Protests	No sooner than March 1, 2018
Prehearing Conference	No later than March 8, 2018
Scoping Memo Issued	No later than March 22, 2018
Rates Workshop	(Dates To Be Determined)
Intervenor Testimony	Q2 2018
Rebuttal Testimony	Q2 2018
Evidentiary hearings	Q3 2018
Concurrent Opening Briefs	Q4 2018
Concurrent Reply Briefs	Q4 2018
Proposed Decision (“PD”)	Q1 2019

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 Rates¹⁸

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, 2017 are included with this Application as Appendix B.

2. Rule 3.2 (a) (2) – Statement of Effective Rates

Appendix C to this Application is a statement (i.e., Table of Contents) of all of SDG&E’s presently effective electric rates, which can also be viewed on SDG&E’s website.

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

¹⁸ Note Rule 3.2(a) (9) is not applicable to this application.

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 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, 2017, 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, 2017, 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 24, 2017, was mailed to the Commission on April 10, 2017, 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 Medium-Duty and Heavy-Duty Electric Vehicle Charging Infrastructure Program and the proposed V2G Pilot 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.

V. 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 SDG&E’s Application for Authority to Implement Priority Review and Standard Review Proposals to Accelerate Widespread Transportation Electrification, A.17-01-020. Hard copies will be sent by overnight mail to the Assigned Commissioner and the Assigned Administrative Law Judge in A.17-01-020 and the Interim Chief Administrative Law Judge, Anne Simon.

VI. 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 proposed Medium-Duty and Heavy-Duty Electric Vehicle Charging Infrastructure Program and the proposed V2G Pilot utilizing electric school buses;
2. Approval of the proposed revenue requirement and cost recovery (including balancing account proposal) associated with this proposed Medium-Duty

and Heavy-Duty Electric Vehicle Charging Infrastructure Program and
V2G Pilot; and

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

Respectfully submitted,

/s/ James F. Walsh

James F. Walsh
8330 Century Park Court
San Diego, CA 92123
Telephone: (858) 654-8296
Facsimile: (619) 699-5027
Email: jfwalsh@seucontractor.com

Attorney for
SAN DIEGO GAS & ELECTRIC COMPANY

By: /s/ John A. Sowers

John A. Sowers
San Diego Gas & Electric Company
Senior Vice President, Asset Management

DATED at San Diego, California, this 22nd day of January 2018.

APPENDIX A

SUPPORT LETTERS



our mission

By valuing our employees, listening to our clients, and operating under the ideals of moral integrity, quality, and accountability, we will lead the parking industry in service and financial results for our clients.

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

Scott A. Jones
Chairman

Keith B. Jones
Managing Principal

John Baumgardner
Vice Chairman & CEO

Steve Burton
President

Founding Member of the
National Parking Association

Re: Support for Medium Duty/Heavy Duty EV Infrastructure Program

The subject of Zero Emission Vehicles is one that Ace Parking as a large operator of medium duty shuttles in California is eager to advocate on behalf of. Additional resources such as funding and availability of charging infrastructure will help allow Ace Parking to adopt electric vehicles. Ace Parking's core transportation business involves the fleet acquisition, consulting, maintenance, operation, and overall management of transportation contracts for airports, cities, municipalities, private and public companies, and campuses. As such, Ace Parking is aware of the financial necessities of these various clients which have so far been quite prohibitive to electric bus implementations.

Therefore, additional funding will be very useful for companies such as Ace Parking, and the various types of clients listed above. As someone, who deals with the contract management side of the business, electric buses are always well received, however the price points remain a major barrier to entry which can be mitigated with additional funding support.

In summary, Ace Parking Management advocates for additional funding for these electric bus projects.

Sincerely,

A handwritten signature in black ink, appearing to be "KH", enclosed within a hand-drawn oval.

Kevin Hernandez, MA, MBA.
Managing Director | Ground Transportation Division
Ace Parking Management, Inc.



December 13, 2017

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

Dear Ms. Brown,

On behalf of Amazon.com, Inc. (“Amazon”), I write to offer our support for San Diego Gas and Electric’s (SDG&E) deployment of electric vehicle charging infrastructure for medium and light duty trucks. Amazon is an SDG&E customer, and we serve our own customers throughout SDG&E’s service territory. We are constantly looking for ways to trial new clean energy technologies and implement practical and effective clean energy technologies into our business.

Electric vehicles present an opportunity for Amazon to continue to advance our sustainability efforts with our partner network of locally owned small business delivery companies. We believe electric vehicles are a clean energy technology that has the potential to lower emissions and reduce our operating costs. We are eager and excited to test the efficiency and performance of electric vehicles and to test electric vehicles and the supporting infrastructure that will be necessary to electrify the commercial transportation sector.

As e-commerce continues to grow, we will continue to look for ways to innovate and modernize transportation. We believe that electric vehicles are a promising technology to achieve this goal, and are pleased that SDG&E is working to deploy this early stage technology.

Amazon looks forward to partnering with SDG&E on the deployment of this program and testing electric vehicles as part of our operations in California.

Sincerely,

A handwritten signature in black ink, appearing to read "Kara Hurst". The signature is stylized and includes a long horizontal line extending to the right.

Kara Hurst
Director, Worldwide Sustainability



BYD America
1800 S Figueroa St.
Los Angeles, CA 90015

December 4, 2017

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

Re: Letter of Support for SDG&E's Senate Bill 350 Medium- and Heavy-Duty Electric Vehicle Infrastructure Application

Dear Ms. Brown:

BYD America would like to express its support for greater utility engagement and investment in the deployment of charging infrastructure for medium- and heavy-duty electric vehicles (MHD EVs). BYD believes that investor-owned utilities (IOUs), like San Diego Gas and Electric (SDG&E), occupy a unique space in the electric vehicle ecosystem and improving their ability to deploy infrastructure will be critical to driving market adoption and achieving California's emissions goals.

BYD is an international manufacturer of zero emission light-, medium-, and heavy-duty vehicles. BYD deliberately located its North American headquarters and its manufacturing facilities in Southern California because California is the global leader in advancing a policy agenda that squarely tackles climate change and the dangers it poses for our future. BYD understands the challenges of decarbonizing the transportation sector and stands ready to do its part to support the innovative strategies being developed by investor-owned utilities like SDG&E.


Empowering the IOUs with the ability to address barriers to deploying EV charging infrastructure will have a significant impact on demand for fleet end users. The deployment of charging infrastructure remains one of the most challenging aspects of electrifying the MHD EV transportation sector. In BYD's experience, the participation of the local utility is critical to the success of any electrification project. Deploying charging infrastructure requires resources and expertise that can be provided by a utility—and that role will only become more important as California sets more ambitious EV deployment and environmental goals. Giving utilities more flexibility will allow them to investigate new ways to address those barriers to deployment and take important steps toward making those goals become a reality.

Beyond the environmental and air quality impacts associated with accelerating fleets' transition to zero-emission vehicles, increased demand for MHD EVs will spur economic

and job growth in California. Many MHD EV manufacturers, including BYD, elected to establish production facilities in the state. By mitigating several challenging elements associated with procuring MHD EVs, utility infrastructure programs can catalyze orders for vehicles, spurring a growth in manufacturing jobs and bringing benefits to California's economy and environment.

For the above reasons, BYD firmly believes that utilities play a critical role in the development of the MHD EV market and urges policymakers to give the utilities the flexibility to explore novel pathways to develop MHD EV charging infrastructure across the state. For questions or more information, please contact myself, Zach Kahn (zach.kahn@byd.com) or Mark Weideman (mark@weidemangroup.com).

Sincerely,

A handwritten signature in black ink, appearing to read 'Zachary S. Kahn', with a stylized flourish at the end.

Zachary S. Kahn
Director of Government Relations
BYD America

DEPARTMENT OF TRANSPORTATION

DISTRICT 11, DIVISION OF PLANNING

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.
Making Conservation
a California Way of Life.*

January 16, 2018

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) supports San Diego Gas & Electric's (SDG&E) Senate Bill 350 Project to reduce truck emissions associated with goods movement. This project parallels Caltrans strategy to create a more sustainable freight system and achieve reductions in greenhouse gas (GHG) emissions.

In response to Governor's Executive Order B-32-15 to transform California's freight system, State agencies, in consultation with stakeholders, developed a comprehensive California Sustainable Freight Action Plan in July 2016. The goal of the plan is to improve freight efficiency, increase economic competitiveness, and transition to zero emission technologies with a target of deploying over 100,000 freight vehicles and equipment capable of zero emission operation by 2030.

Nearly 900,000 commercial vehicles crossed northbound at the current Otay Mesa Port of Entry on the United States/Mexico International Border in 2016. Chronic congestion and long waits at the border crossing increases truck emissions from idling vehicles which impacts the health and air quality of those working at the border facilities, crossing the border, and living in neighboring communities.

Caltrans District 11, in partnership with the San Diego Association of Governments (SANDAG), is working to develop freight emissions reduction strategies through the *Advanced Technology Corridors at Border Ports of Entry* pilot program at the new Otay Mesa East Port of Entry. As part of the project, Caltrans District 11 and SANDAG are looking for opportunities to incentivize the adoption of low and zero emission medium-duty and heavy-duty vehicles.

Caltrans looks forward to collaborating with SDG&E on the Otay Mesa East Project to explore the implementation of zero emission medium-duty and heavy-duty vehicles to improve air quality in the United States/Mexico Border Region.

Sincerely,

A handwritten signature in blue ink, appearing to read "Ann M. Fox".

ANN M. FOX

Deputy District Director, Division of Planning & Local Assistance

*"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability"*



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, 2018

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 Electric Vehicle Charging Infrastructure program.

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 are a key partner in this industry having participated in the creation of the EVITP (Electric Vehicle Infrastructure Training Program) implemented in the Vehicle-Grid Integration program. Additionally, IBEW 569 participated in the San Diego Regional Electric Vehicle Infrastructure Working Group and even installed our own EV charging units at our training facility which are powered by solar and open to the public.

SDG&E's application offers a package providing charging infrastructure to support medium-duty and heavy-duty Electric Vehicles. This investment will further 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 and target pollution reduction in disadvantaged communities.

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/Financial Secretary

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

**NORTH COUNTY
TRANSIT DISTRICT**



810 Mission Avenue
Oceanside, CA 92054

(760) 966-6500
(760) 967-2001 (fax)
www.GoNCTD.com

November 22, 2017

Ms. Linda Brown
San Diego Gas & Electric Company
8306 Century Park Court, CP42
San Diego, CA 92123

Re: North County Transit District's Implementation of Zero Emission Bus Technology

Dear Ms. Brown:

As stated in our June 22, 2017 letter, NCTD is committed to implementing zero emission bus technology. We wanted to provide you the following update on our progress:

- Planning and design efforts are underway for the expansion and modernization of our operating facility in Escondido. SDG&E staff was able to provide feedback to our consultants related to infrastructure to support charging. We project that this initial consultant study will be completed prior to Spring 2018.
- NCTD is advancing the completion of initial planning and design for expansion and modernization of our operating facility in Oceanside by mid-2018.
- NCTD has received funding of \$542,134 from the FY 16-17 Low Carbon Transit Operations Program (LCTOP) for the procurement of two zero emission buses that will support the pilot phase of deployment. Over the next year, we will be establishing a coordinated schedule for facility improvements to support the procurement and delivery of zero emission buses.

SDG&E's support through the provision of charging infrastructure is critical to NCTD's plans and commitment to implement zero emission technology. Collaboration with SDG&E will allow for speedier and greater deployment of zero emission bus technology and will help NCTD compete for discretionary, competitive grants. We look forward to working with SDG&E to implement zero emission technology.

Sincerely,

Matthew O. Tucker
Executive Director

BOARD OF DIRECTORS

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John J. Aguilera

Councilmember, City of Vista
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Councilmember, City of Escondido

Chuck Lowery

Deputy Mayor, City of Oceanside

Bill Horn

Supervisor, County of San Diego

Jewel Edson

Councilmember, City of Solana Beach

EXECUTIVE DIRECTOR

Matthew O. Tucker

GENERAL COUNSEL

Lori A. Wintree



810 Mission Avenue
Oceanside, CA 92054

(760) 966-6500
(760) 967-2001 (fax)
www.GoNCTD.com

June 22, 2017

Ms. Linda Brown
San Diego Gas & Electric Company
8306 Century Park Court, CP42
San Diego, CA 92123

Re: North County Transit District's Commitment to Zero Emission Technology

Dear Ms. Brown:

North County Transit District (NCTD) is pleased to partner with San Diego Gas & Electric Company (SDG&E) as we work toward the deployment of electric transit buses within NCTD's service area in North San Diego County. NCTD has a long history of investing in and operating next generation lower emissions vehicles. In 1991 we bought our first (6) compressed natural gas (CNG) vehicles, several years ahead of the California Air Resource Board Urban Fleet mandate of 2001. Today, more than 95% of our 164 heavy duty fixed route buses is powered by CNG.

As we look to the future, NCTD is committed to implementing zero-emission technology. Planning and design efforts are underway for the expansion and modernization of our operating facility in Escondido. Included in those preliminary plans are considerations for depot charging to support a fleet of 225 electric fixed route and paratransit buses. NCTD is applying for funding to expedite this project through the Federal Transit Administration's FY17 Low or No Emission grant program.

Additionally, we are currently advancing a procurement to support the evaluation of zero emission bus technology and the potential development of specifications. NCTD recently submitted an allocation request under the FY16-17 Low Carbon Transit Operations Program (LCTOP) for the purchase of two replacement zero emissions buses to begin the pilot phase of our zero emission deployment. Assuming the pilot phase goes well, NCTD will begin to phase in electric buses throughout our system over the next 10 years.

SDG&E's support through the provision of charging infrastructure aligns with NCTD's commitment to implement zero-emission technology. Collaboration with SDG&E will allow for greater deployment of electric transit buses and accelerate adoption towards NCTD's goals. Transportation electrification will

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Deputy Mayor, City of Oceanside

Bill Horn

Supervisor, County of San Diego

Jewel Edson

Councilmember, City of Salona Beach

EXECUTIVE DIRECTOR

Matthew O. Tucker

GENERAL COUNSEL

Lori A. Winfree

provide clean, quiet transportation for riders throughout the many communities served by NCTD.

NCTD staff will continue our efforts to identify and secure funding from our Federal and State partners to support advancing our plans to deploy zero emission technology into our bus fleet in the next few years. SDG&E supports the use of leveraged funding and will support NCTD's efforts in this regard through support letters and other appropriate methods where feasible. We look forward to working with SDG&E on these efforts.

Sincerely,



Matthew O. Tucker
Executive Director



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R.L. Jones Customhouse Brokers

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James Burritt
Panalpina

Second Vice President
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Linda Greenberg
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Ernesto Lozano
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Vanessa Mapula Garcia
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Steve Zisser
Zisser Group

Diamond Circle
SDG&E

Platinum Circle
Co-Production International &
Call Center Services International
Republic Services
Turner Construction Company
UETA
Uniradio

President's Circle
Cubic Corporation
Deloitte: Baja California
Metropolitan Airpark LLC
MEX-CAL Truckline
Pardee Homes
Plantronics, Inc.
Quality Suites
LBA Realty
R.L. Jones Customhouse Brokers
Smurfit Kappa Orange County
Torrey Pines Bank
XEWT 12 Televisa/Rep. ECC

January 8, 2018

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

On behalf of the Otay Mesa Chamber of Commerce, I would like to express our full support for SDG&E's application to develop a program for **Medium-Duty and Heavy-Duty Electric Vehicle Charging Infrastructure.**

We have over 330 members, the majority being engaged in international trade and therefore moving goods via truck. We are very much looking forward to exploring the viability of electric truck usage in our region and reducing high pollution levels in our community, currently caused by diesel usage.

We commend SDG&E for its creativity in introducing the tools that could make electric trucks a reality in Otay Mesa.

Sincerely,

Alejandra Mier y Teran
Executive Director



January 6, 2018

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

RE: Support San Diego Gas & Electric California Senate Bill 350 Project Proposal

Dear Ms. Brown,

The San Diego Unified Port District (District) is pleased to provide this letter of support for San Diego Gas & Electric (SDG&E) in their application before the California Public Utility Commission (CPUC) for proposed transportation electrification.

The District is wholly supportive of SDG&E in their efforts to provide electric vehicle charging infrastructure for medium- and heavy-duty vehicles throughout the San Diego region. This has direct impacts to the community, and is of particular importance to the District and the adjacent disadvantaged communities. Implementing electric vehicles is just one of the ways that the District has been able to lower greenhouse gases. By having access to this proposed technology, the District can continue to implement Climate Action Plan strategies, that have already seen measureable results across San Diego Bay.

SDG&E and the District have a strong working relationship, which benefits all of San Diego. The proposed program under this Senate Bill 350 application will continue to benefit San Diego's environment, economy, and future development. The District strongly supports SDG&E in their application before the CPUC on this proposal. If you have any questions, or require any additional information, please feel free to contact my office.

Sincerely,

A handwritten signature in blue ink, appearing to read "J. Nelson", with a long horizontal flourish extending to the right.

Job Nelson
Assistant Vice President, External Relations



November 21, 2017

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

Re: Support of SDG&E med-duty/heavy-duty EV charging infrastructure application

Dear Ms. Brown:

Proterra, Inc., would like to express its support for SDG&E's application to build medium and heavy-duty charging infrastructure for those entities that procure electric vehicles.

As the leading U.S. manufacturer of zero-emission commercial transit solutions that provide the opportunity for all Americans to ride an electric vehicle, Proterra designs and manufactures the world's most fuel-efficient battery electric bus and features on-route, fast-charge technology that offers functionally unlimited range, as well as an extended range depot charging version that enables transit agencies to travel 350 miles on a single charge. To date, Proterra buses have logged over 4 million miles of revenue service in cities across the United States and expanded access to zero emission transit.

As one of multiple California manufacturers in the med/heavy duty space this infrastructure application will have multiple benefits to the community and the economy. It is proven that in the transit space the cost of charging infrastructure is considered a main barrier to adoption. This filing will send a clear message to the med & heavy-duty sector that adoption of zero emission technology is within financial reach. The transition to electric vehicles will benefit residents by eliminating mobile source pollutants generated by vehicles that operate in or adjacent to the urban core and disadvantaged communities. In addition, this application will create demand which creates jobs for CA manufacturers and adjacent industries like electrical contractors and charging equipment.

Sincerely,

F. Kent Leacock

F. Kent Leacock
Director, Government Relations & Public Policy
Proterra, Inc.

www.proterra.com



January 2, 2018

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

Re: SDGE Medium Duty and Heavy Duty Electric Vehicle Charging Infrastructure Program

Dear Ms. Brown:

The San Diego County Air Pollution Control District (District) is pleased to provide this letter of support for SDG&E Medium Duty and Heavy Duty Electric Vehicle Charging Infrastructure Program.

Senate Bills 350 and 32 (2015) require each investor-owned electric utility to submit proposals to invest in new transportation electrification projects. The proposed project will expand the use of medium duty/heavy duty electric vehicles at the Port of San Diego and elsewhere by providing the necessary charging infrastructure.

As the region's air quality regulatory agency, the District is increasingly focused on opportunities to reduce emissions from motor vehicles, which are responsible for the majority of harmful pollutants in the region. The SDG&E proposal would supply electric vehicle charging stations sufficient to support electric vehicles, enabling greater adoption of battery-powered vehicles, transport refrigeration units and cargo handling equipment, thus reducing harmful air pollutant emissions. Additionally, the project helps meet objectives of the Port of San Diego's Climate Action Plan and would reduce emissions in nearby Disadvantaged Communities.

The proposed project would also support District efforts to reduce emissions at the Port. The District's mobile source incentive programs provide funds for electric medium duty and heavy duty vehicles. The proposed project will directly support these efforts by providing charging stations and other support equipment for these vehicles. Because the project would reduce air pollutant emissions from Port-based equipment, improve local air quality, and reduce 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 black ink that reads "Robert J. Kard".

ROBERT J. KARD
Air Pollution Control Officer

RJK:ah



SAN DIEGO

INTERNATIONAL AIRPORT

LET'S GO.

January 12, 2018

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 – Medium & Heavy-Duty Vehicle Charging Infrastructure

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 (SDG&E) program proposal to invest in electric medium and heavy-duty vehicle charging infrastructure.

San Diego International Airport is committed to a low carbon future, and is one of only 34 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. SDG&E's most recent SB350-related application to the California Public Utilities Commission would help reduce barriers for zero emission vehicle adoption at the Airport and in the region by providing charging infrastructure to support Class 2 – Class 8 electric vehicles such as trucks and buses, as well as infrastructure for electric forklifts and refrigeration units. These vehicle types are very common at SAN acting to shuttle passengers, deliver goods, and support general operations. Therefore, we expect that SDG&E's infrastructure proposal will significantly help accelerate electric vehicle adoption for airport tenants (such as airlines and concessions) and their supporting organizations.

Again, the San Diego International Airport is pleased to offer its support for SDG&E's proposed program for electric medium and heavy-duty vehicle charging infrastructure in the San Diego region. If you have any questions about the Airport's involvement or ongoing climate initiatives, please feel free to contact Brendan Reed, Director of Planning & Environmental Affairs, at breed@san.org or 619-400-2785.

Sincerely,

Kimberly Becker
President & CEO



January 3, 2018

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

Re: Support Letter for San Diego Gas & Electric's Application for Electrification of Medium Duty and Heavy Duty Categories

Dear Ms. Brown,

Siemens is pleased to write this letter of support for SDG&E's electrification proposal in the Medium and Heavy Duty categories.

Siemens is a global leader in transportation electrification, providing a variety of technologies, manufacturing and delivering tens of thousands of charging devices, and engaged in the operation of a multi-country electric vehicle charging network. In the medium and heavy duty space, Siemens is a leading provider of charging infrastructure and pioneering highway electrification technology. Siemens aims to be the world's first major industrial company to achieve a net-zero carbon footprint by 2030 and therefore, is a strong supporter of the Senate Bill (SB) 350 goals.

Siemens strongly encourages plans that broaden the scope of transport electrification beyond the light duty category which has been the primary area of focus in the state. We believe there exists tremendous opportunity to reduce GHG emissions from categories such as fleets, port connectors and highways with concentrated heavy duty traffic.

We look forward to supporting SDG&E in our joint effort to meet SB350 goals for California.

A handwritten signature in blue ink that reads "Chris S. King".

Chris King
Chief Policy Officer
Siemens Digital Grid
4000 E Third Ave
Foster City, CA 94044



January 17, 2018

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

Dear Linda,

On behalf of Sierra Club, I am pleased to offer this letter of support for San Diego Gas & Electric's second application for approval of vehicle electrification programs filed pursuant to Senate Bill 350. Specifically, I wish to express our support for SDG&E's focus on electrification of transit buses and other medium- and heavy-duty vehicles.

As you know, several transit agencies within your service territory are actively pursuing electric bus strategies. The SDMTS Board, for example, recently approved an electric bus pilot program by unanimous vote. It is critical that we act now to support these initiatives and galvanize action by other transit agencies to electrify.

Among the many demonstrated, market-ready technologies in the medium- and heavy-duty sectors, there is no question that electric buses are ready for prime time. Moreover, they are necessary to meet our climate goals, to improve access to clean transportation options, and to pave the way for greater use of other heavy-duty electrification technologies.

However, barriers exist in the form of higher upfront purchase prices (although battery costs continue to fall), operational adjustments, and often-uncertain fueling costs. We are therefore pleased to learn that SDG&E proposes to offer support for the underlying infrastructure and charging station costs for medium- and heavy-duty vehicles. This will work to defray higher upfront costs of transit buses and other vehicles. We also support the Company's goal for a high percentage of vehicles served by the program to operate or be located in disadvantaged communities, as transport, freight, and transit vehicles are critical sources of pollution in DACs.

We look forward to working with you to find electricity rate options that will ensure switching transit buses to electric fuel is the most cost-effective technology option on a total cost of ownership basis, allowing transit agencies to unlock O&M savings that can be reinvested to improve service and further expand clean bus fleets.

Sincerely,

Evan Gillespie
Deputy Director, Beyond Coal Campaign
Sierra Club



Sysco Corporation
Tax Department
1390 Enclave Parkway
Houston TX 77077
T 281-584-1390
F 281-584-4126
sysco.com

January 3, 2018

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

Subject: California Senate Bill 350 Transportation Electrification Proposals

Dear Ms. Brown,

Sysco is enthusiastic about improving the environment and has current and prospective initiatives that are helping us measurably achieve these goals globally and in California. As you are aware there are obstacles to accomplishing these goals today, as a result we are active in entering strategic partnerships to accelerate their attainment. Programs which support adoption of electric vehicles provide an opportunity for us to deploy cleaner vehicles sooner than we may otherwise be able to and at a larger scale. They also inform decisions on where to make these investments and deploy vehicles.

A brief introduction to Sysco, we are the global leader in selling, marketing and distributing food products to restaurants, healthcare and educational facilities, lodging establishments and other customers who prepare meals away from home. Our family of products also includes equipment and supplies for the foodservice and hospitality industries. The company operates more than 324 distribution facilities, employs more than 66,500, and serves greater than 425,000 customers.

California is Sysco's second largest domestic US market, operating 18 distribution centers across millions of square feet consuming greater than 14MW of energy annually. We also operate the country's 2nd largest private fleet, in California we own and operate thousands of trucks and refrigerated trailers travelling millions of miles and consuming hundreds of thousands of gallons of diesel fuel annually.

To mitigate our carbon footprint in California we have recently brought online our third greater than 1MW solar panel installation and currently operate over 100 natural gas heavy-duty trucks. In addition to capital investment we have many initiatives whose goal is to increase supply chain efficiency to promote greater social responsibility in how we operate our business. We continue to explore emerging technologies in energy, fleet, and refrigeration. A recent example is an order for 50 fully electric heavy-duty trucks that we will deploy globally. We are in the early planning stages of how to implement the infrastructure to support electrification of our fleet. Factors such as ease of deployment, lower upfront cost, infrastructure investments and other incentives help inform where we make our investments.

Over the last year we have been in discussion with San Diego Gas & Electric, CA legislators, and policymakers with the California Air Resource Board regarding prospective partnerships to significantly reduce our nitrogen oxide transportation and stand-by emissions. Our

heavy-duty truck fleet is almost all diesel with an average age of 7 years, some as old as 14 years. As you may know, heavy-duty truck technology in natural gas and clean diesel has advanced by a multiple of 4 times or greater in reducing nitrogen oxide emissions over the last 9 years. Accelerating replacement of our aging fleet has the opportunity to reduce tons of nitrogen oxide emissions annually. Each of our refrigerated trailers runs on diesel standby at our distribution centers an average 5 hours a day and generate tons of nitrogen oxide emissions in surrounding communities as well as on the road.

We have not allowed the large capital investment and uncertainty in emerging technologies stop us from investing and exploring ways to reduce our carbon footprint. We also know that through strategic partnerships with California, local government, and other public entities we can work together to accelerate our mutual goal of zero emissions.

Sysco supports efforts undertaken by San Diego Gas & Electric that would encourage partnerships to help us achieve, commercially-viable, mutually beneficial carbon reduction goals. We look forward to working with SDG&E in the near future. In the meantime, if you have any questions please do not hesitate to contact me directly.

Best Regards,



Eddie Tantoco
Director, Tax & Business Incentives
Sysco Corporation
281-584-4097
tantoco.eddie@corp.sysco.com



OFFICE OF THE VICE CHANCELLOR –
RESOURCE MANAGEMENT AND PLANNING
Strategic Energy Initiatives

9500 GILMAN DRIVE

LA JOLLA, CA 92093-0057
(858) 869-5805 / 534-9836 FAX
<http://www-vcvmp.ucsd.edu>

January 17, 2018

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

Dear Ms. Brown

As Director of Strategic Energy Initiatives at UC San Diego, I would like to indicate my Initiative's support to SDG&E's forthcoming submittal to the CPUC for Medium and Heavy Duty EV Projects. I have valued the collaborative regional and direct effort with SDG&E over the years in electrifying the transportation (ET) sector. As a result of this collaboration, the San Diego region has established its state and national leadership in a wide variety of components of ET including engagement of Disadvantaged Communities (DACs). Of particular interest to the proposed SDG&E project with Medium and Heavy Duty EVs is the relevancy of the DACs in the port and high transport corridors of the region.

After reviewing the January 11, 2018 CPUC decision which approved, with modifications, SDG&E's Priority Review Projects to meet the clean energy and widespread transportation electrification goals of Senate Bill 350, I note with interest that the current focus on Medium and Heavy Duty EV projects will address a critical missing element in the region that has been largely focused on light duty EV applications.

Sincerely,

Byron Washom
Director, Strategic Energy Initiatives
UC San Diego
9500 Gilman Dr., MS 0057
La Jolla, CA 92093
858-869-5805
bwashom@ucsd.edu

APPENDIX B

FINANCIAL STATEMENT, BALANCE SHEET AND INCOME STATEMENT

SAN DIEGO GAS & ELECTRIC COMPANY
BALANCE SHEET
ASSETS AND OTHER DEBITS
September 30, 2017

	1. UTILITY PLANT	<u>2017</u>
101	UTILITY PLANT IN SERVICE	\$ 16,828,093,926
102	UTILITY PLANT PURCHASED OR SOLD	-
104	UTILITY PLANT LEASED TO OTHERS	85,194,000
105	PLANT HELD FOR FUTURE USE	4,941,794
106	COMPLETED CONSTRUCTION NOT CLASSIFIED	-
107	CONSTRUCTION WORK IN PROGRESS	1,173,575,364
108	ACCUMULATED PROVISION FOR DEPRECIATION OF UTILITY PLANT	(5,171,878,313)
111	ACCUMULATED PROVISION FOR AMORTIZATION OF UTILITY PLANT	(738,450,819)
114	ELEC PLANT ACQUISITION ADJ	3,750,722
115	ACCUM PROVISION FOR AMORT OF ELECTRIC PLANT ACQUIS ADJ	(1,437,776)
118	OTHER UTILITY PLANT	1,231,240,369
119	ACCUMULATED PROVISION FOR DEPRECIATION AND AMORTIZATION OF OTHER UTILITY PLANT	(249,625,189)
120	NUCLEAR FUEL - NET	-
	TOTAL NET UTILITY PLANT	<u>\$ 13,165,404,078</u>
	2. OTHER PROPERTY AND INVESTMENTS	
121	NONUTILITY PROPERTY	\$ 5,790,994
122	ACCUMULATED PROVISION FOR DEPRECIATION AND AMORTIZATION	(364,300)
158	NON-CURRENT PORTION OF ALLOWANCES	189,865,937
123	INVESTMENTS IN SUBSIDIARY COMPANIES	-
124	OTHER INVESTMENTS	-
125	SINKING FUNDS	-
128	OTHER SPECIAL FUNDS	1,041,465,326
175	LONG-TERM PORTION OF DERIVATIVE ASSETS	<u>119,848,247</u>
	TOTAL OTHER PROPERTY AND INVESTMENTS	<u>\$ 1,356,606,204</u>

Data from SPL as of December 5, 2017

SAN DIEGO GAS & ELECTRIC COMPANY
BALANCE SHEET
ASSETS AND OTHER DEBITS
September 30, 2017

3. CURRENT AND ACCRUED ASSETS		2017
131	CASH	\$ 2,472,456
132	INTEREST SPECIAL DEPOSITS	-
134	OTHER SPECIAL DEPOSITS	-
135	WORKING FUNDS	500
136	TEMPORARY CASH INVESTMENTS	-
141	NOTES RECEIVABLE	-
142	CUSTOMER ACCOUNTS RECEIVABLE	379,184,675
143	OTHER ACCOUNTS RECEIVABLE	36,703,520
144	ACCUMULATED PROVISION FOR UNCOLLECTIBLE ACCOUNTS	(4,395,233)
145	NOTES RECEIVABLE FROM ASSOCIATED COMPANIES	-
146	ACCOUNTS RECEIVABLE FROM ASSOCIATED COMPANIES	527,917
151	FUEL STOCK	1,456,137
152	FUEL STOCK EXPENSE UNDISTRIBUTED	-
154	PLANT MATERIALS AND OPERATING SUPPLIES	129,744,226
156	OTHER MATERIALS AND SUPPLIES	-
158	ALLOWANCES	206,127,894
158	LESS: NON-CURRENT PORTION OF ALLOWANCES	(189,865,937)
163	STORES EXPENSE UNDISTRIBUTED	458,063
164	GAS STORED	305,183
165	PREPAYMENTS	153,415,257
171	INTEREST AND DIVIDENDS RECEIVABLE	716,525
173	ACCRUED UTILITY REVENUES	73,203,000
174	MISCELLANEOUS CURRENT AND ACCRUED ASSETS	2,294,000
175	DERIVATIVE INSTRUMENT ASSETS	140,320,296
175	LESS: LONG -TERM PORTION OF DERIVATIVE INSTRUMENT ASSETS	(119,848,247)
	TOTAL CURRENT AND ACCRUED ASSETS	\$ 812,820,232
4. DEFERRED DEBITS		
181	UNAMORTIZED DEBT EXPENSE	\$ 34,154,399
182	UNRECOVERED PLANT AND OTHER REGULATORY ASSETS	2,551,442,725
183	PRELIMINARY SURVEY & INVESTIGATION CHARGES	303,020
184	CLEARING ACCOUNTS	(766,800)
185	TEMPORARY FACILITIES	1,715
186	MISCELLANEOUS DEFERRED DEBITS	22,200,130
188	RESEARCH AND DEVELOPMENT	-
189	UNAMORTIZED LOSS ON REACQUIRED DEBT	9,664,292
190	ACCUMULATED DEFERRED INCOME TAXES	320,390,192
	TOTAL DEFERRED DEBITS	\$ 2,937,389,673
	TOTAL ASSETS AND OTHER DEBITS	\$ 18,272,220,187

Data from SPL as of December 5, 2017

SAN DIEGO GAS & ELECTRIC COMPANY
BALANCE SHEET
LIABILITIES AND OTHER CREDITS
September 30, 2017

5. PROPRIETARY CAPITAL

		2017
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	4,135,912,729
219	ACCUMULATED OTHER COMPREHENSIVE INCOME	(7,161,311)
	TOTAL PROPRIETARY CAPITAL	\$ 5,466,552,519

6. LONG-TERM DEBT

221	BONDS	\$ 4,573,220,000
223	ADVANCES FROM ASSOCIATED COMPANIES	-
224	OTHER LONG-TERM DEBT	-
225	UNAMORTIZED PREMIUM ON LONG-TERM DEBT	-
226	UNAMORTIZED DISCOUNT ON LONG-TERM DEBT	(11,873,565)
	TOTAL LONG-TERM DEBT	\$ 4,561,346,435

7. OTHER NONCURRENT LIABILITIES

227	OBLIGATIONS UNDER CAPITAL LEASES - NONCURRENT	\$ 1,046,355,148
228.2	ACCUMULATED PROVISION FOR INJURIES AND DAMAGES	23,784,340
228.3	ACCUMULATED PROVISION FOR PENSIONS AND BENEFITS	253,519,158
228.4	ACCUMULATED MISCELLANEOUS OPERATING PROVISIONS	-
244	LONG TERM PORTION OF DERIVATIVE LIABILITIES	156,477,877
230	ASSET RETIREMENT OBLIGATIONS	831,834,042
	TOTAL OTHER NONCURRENT LIABILITIES	\$ 2,311,970,565

Data from SPL as of December 5, 2017

SAN DIEGO GAS & ELECTRIC COMPANY
BALANCE SHEET
LIABILITIES AND OTHER CREDITS
September 30, 2017

8. CURRENT AND ACCRUED LIABILITES

		2017
231	NOTES PAYABLE	\$ 185,290,094
232	ACCOUNTS PAYABLE	468,175,363
233	NOTES PAYABLE TO ASSOCIATED COMPANIES	-
234	ACCOUNTS PAYABLE TO ASSOCIATED COMPANIES	42,132,430
235	CUSTOMER DEPOSITS	80,068,246
236	TAXES ACCRUED	34,427,622
237	INTEREST ACCRUED	56,829,675
238	DIVIDENDS DECLARED	-
241	TAX COLLECTIONS PAYABLE	5,052,983
242	MISCELLANEOUS CURRENT AND ACCRUED LIABILITIES	151,865,954
243	OBLIGATIONS UNDER CAPITAL LEASES - CURRENT	52,250,217
244	DERIVATIVE INSTRUMENT LIABILITIES	205,595,657
244	LESS: LONG-TERM PORTION OF DERIVATIVE LIABILITIES	(156,477,877)
245	DERIVATIVE INSTRUMENT LIABILITIES - HEDGES	-
	TOTAL CURRENT AND ACCRUED LIABILITIES	\$ 1,125,210,364

9. DEFERRED CREDITS

252	CUSTOMER ADVANCES FOR CONSTRUCTION	\$ 58,105,858
253	OTHER DEFERRED CREDITS	396,920,638
254	OTHER REGULATORY LIABILITIES	1,142,321,486
255	ACCUMULATED DEFERRED INVESTMENT TAX CREDITS	17,232,953
257	UNAMORTIZED GAIN ON REACQUIRED DEBT	-
281	ACCUMULATED DEFERRED INCOME TAXES - ACCELERATED	-
282	ACCUMULATED DEFERRED INCOME TAXES - PROPERTY	2,417,284,462
283	ACCUMULATED DEFERRED INCOME TAXES - OTHER	775,274,907
	TOTAL DEFERRED CREDITS	\$ 4,807,140,304

TOTAL LIABILITIES AND OTHER CREDITS \$ 18,272,220,187

\$4,807,140,304

Data from SPL as of December 5, 2017

SAN DIEGO GAS & ELECTRIC COMPANY
FINANCIAL STATEMENT
Sep 30, 2017

(a) **Amounts and Kinds of Stock Authorized:**

Common Stock	255,000,000	shares	Without Par Value
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Amounts and Kinds of Stock Outstanding:

Common Stock	116,583,358	shares	291,458,395
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(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	Par Value		
	Date of Issue	Authorized and Issued	Outstanding	Interest Paid (updated in Q4' 20xx) as of Q4' 2016
First Mortgage Bonds:				
5.875% Series VV, due 2034	06-17-04	43,615,000	43,615,000	2,562,346
5.875% Series WW, due 2034	06-17-04	40,000,000	40,000,000	2,350,000
5.875% Series XX, due 2034	06-17-04	35,000,000	35,000,000	2,056,250
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	2,660,460
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
Variable Series OOO, due 2017	03-12-15	0	0	1,210,959
1.9140% Series PPP, due 2022	03-12-15	54,088,941	54,088,941	4,272,326
2.50% Series QQQ, due 2026	05-19-16	500,000,000	500,000,000	6,111,111
3.75% Series RRR, due 2047	06-08-17	400,000,000	400,000,000	-
Total 1st. Mortgage Bonds:			4,466,593,941	175,122,889
Unsecured Bonds:				
Total Bonds:				175,122,889
1.050% Commercial Paper - Long	11-19-15	0	0	0
TOTAL LONG-TERM DEBT			4,466,593,941	
TOTAL LONG-TERM DEBT			0	

**SAN DIEGO GAS & ELECTRIC COMPANY
FINANCIAL STATEMENT**

Sep 30, 2017

Other Indebtedness:	Date of Issue	Date of Maturity	Interest Rate	Outstanding	Interest Paid 2017
Commercial Paper & ST Bank	Various	Various	Various	185,290,094	\$1,754,558

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	2013	2014	2015	2016	2017
5.00%	-	\$281,250	-	-	-	-
4.50%	-	202,500	-	-	-	-
4.40%	-	214,500	-	-	-	-
4.60%	-	257,901	-	-	-	-
1.70%	-	1,785,000	-	-	-	-
1.82%	-	873,600	-	-	-	-
Total	-	\$3,614,751	-	-	-	-

Common Stock	2013	2014	2015	2016	2017
[1]	-	\$200,000,000	300,000,000	175,000,000	450,000,000

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.

A balance sheet and a statement of income and retained earnings of applicant for the nine months ended Sep 30, 2017 are attached hereto.

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

SAN DIEGO GAS & ELECTRIC COMPANY
STATEMENT OF INCOME AND RETAINED EARNINGS
Nine Months Ended September 30, 2017

1. UTILITY OPERATING INCOME

400	OPERATING REVENUES		\$ 3,387,220,735
401	OPERATING EXPENSES	\$ 2,270,223,155	
402	MAINTENANCE EXPENSES	106,479,051	
403-7	DEPRECIATION AND AMORTIZATION EXPENSES	476,449,119	
408.1	TAXES OTHER THAN INCOME TAXES	98,294,258	
409.1	INCOME TAXES	76,751,932	
410.1	PROVISION FOR DEFERRED INCOME TAXES	200,171,849	
411.1	PROVISION FOR DEFERRED INCOME TAXES - CREDIT	(211,596,204)	
411.4	INVESTMENT TAX CREDIT ADJUSTMENTS	1,197,681	
411.6	GAIN FROM DISPOSITION OF UTILITY PLANT	-	
	TOTAL OPERATING REVENUE DEDUCTIONS		<u>\$ 3,017,970,841</u>
	NET OPERATING INCOME		\$ 369,249,894

2. OTHER INCOME AND DEDUCTIONS

415	REVENUE FROM MERCHANDISING, JOBBING AND CONTRACT WORK	\$ -	
417	REVENUES OF NONUTILITY OPERATIONS	-	
417.1	EXPENSES OF NONUTILITY OPERATIONS	35,323	
418	NONOPERATING RENTAL INCOME	24,673	
418.1	EQUITY IN EARNINGS OF SUBSIDIARIES	-	
419	INTEREST AND DIVIDEND INCOME	5,196,861	
419.1	ALLOWANCE FOR OTHER FUNDS USED DURING CONSTRUCTION	46,541,709	
421	MISCELLANEOUS NONOPERATING INCOME	158,262	
421.1	GAIN ON DISPOSITION OF PROPERTY	-	
	TOTAL OTHER INCOME	<u>\$ 51,956,828</u>	
421.2	LOSS ON DISPOSITION OF PROPERTY	\$ -	
425	MISCELLANEOUS AMORTIZATION	187,536	
426	MISCELLANEOUS OTHER INCOME DEDUCTIONS	2,340,814	
	TOTAL OTHER INCOME DEDUCTIONS	<u>\$ 2,528,350</u>	
408.2	TAXES OTHER THAN INCOME TAXES	\$ 489,141	
409.2	INCOME TAXES	(66,427)	
410.2	PROVISION FOR DEFERRED INCOME TAXES	38,985,370	
411.2	PROVISION FOR DEFERRED INCOME TAXES - CREDIT	(33,741,297)	
	TOTAL TAXES ON OTHER INCOME AND DEDUCTIONS	<u>\$ 5,666,787</u>	
	TOTAL OTHER INCOME AND DEDUCTIONS		<u>\$ 43,761,691</u>
	INCOME BEFORE INTEREST CHARGES		413,011,585
	EXTRAORDINARY ITEMS AFTER TAXES		233,112
	NET INTEREST CHARGES*		<u>137,469,585</u>
	NET INCOME		<u><u>\$ 275,775,112</u></u>

*NET OF ALLOWANCE FOR BORROWED FUNDS USED DURING CONSTRUCTION, (\$9,638,447)

SAN DIEGO GAS & ELECTRIC COMPANY
STATEMENT OF INCOME AND RETAINED EARNINGS
Nine Months Ended September 30, 2017

3. RETAINED EARNINGS

RETAINED EARNINGS AT BEGINNING OF PERIOD, AS PREVIOUSLY REPORTED	\$ 4,310,137,617
NET INCOME (FROM PRECEDING PAGE)	275,775,112
DIVIDEND TO PARENT COMPANY	-
DIVIDENDS DECLARED - PREFERRED STOCK	0
DIVIDENDS DECLARED - COMMON STOCK	(450,000,000)
OTHER RETAINED EARNINGS ADJUSTMENTS	0
RETAINED EARNINGS AT END OF PERIOD	<u>\$ 4,135,912,729</u>

APPENDIX C

STATEMENT OF EFFECTIVE RATES



TABLE OF CONTENTS

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.

	<u>Cal. P.U.C. Sheet No</u>	
TITLE PAGE.....	16015-E	
TABLE OF CONTENTS.....	29837, 28123, 27839, 29796, 28371, 27929, 28120-E 27993, 28372, 28373, 27995, 28247, 26298-E	T
PRELIMINARY STATEMENT:		
I. General Information.....	8274, 26126, 22140-E	
II. <u>Balancing Accounts</u>		
Description/Listing of Accounts	19402, 28122-E	
California Alternate Rates for Energy (CARE) Balancing Account.....	26553, 26554-E	
Rewards and Penalties Balancing Account (RPBA).....	21643, 22802-E	
Transition Cost Balancing Account (TCBA).....	22803, 19411, 22804, 22805, 19414-E	
Post-1997 Electric Energy Efficiency Balancing Account (PEEEBA).....	19415, 19416-E	
Research, Development and Demonstration (RD&D) Balancing Account.....	19417, 19418-E	
Renewables Balancing Account (RBA).....	19419, 19420-E	
Tree Trimming Balancing Account (TTBA).....	19421, 19422-E	
Baseline Balancing Account (BBA).....	21377, 19424-E	
EI Paso Turned-Back Capacity Balancing Account (EPTCBA).....	19425-E	
Energy Resource Recovery Account (ERRA).....	26358, 26359, 26360, 26361, 25570, 25571-E	
Low-Income Energy Efficiency Balancing Account (LIEEBA).....	19431, 19432-E	
Non-Fuel Generation Balancing Account (NGBA).....	25572-75-E	
Electric Procurement Energy Efficiency Balancing Account (EPEEBA).....	19438-E	
Common Area Balancing Account (CABA).....	19439-E	
Nuclear Decommissioning Adjustment Mechanism (NDAM).....	22811-E	
Pension Balancing Account (PBA).....	29835, 19442-E	T
Post-Retirement Benefits Other Than Pensions Balancing Account (PBOPBA).....	29836, 19444-E	T
Community Choice Aggregation Implementation Balancing Account (CCAIBA).....	19445-E	

(Continued)



TABLE OF CONTENTS

II. Balancing Accounts (Continued)

Solar Energy Project Balancing Account (SEPBA).....	22078-E
Electric Program Investment Charge Balancing Acct (EPICBA)...	22991, 22992-E
Tax Equity Investment Balancing Account (TEIBA)	22797-E
California Energy Systems 21 st Century Balancing Acct (CES-21BA)	23337-E
Dynamic Pricing Balancing Account (DPBA).....	23410-E
Greenhouse Gas Revenue Balancing Account (GHGRBA).	23426-E
Local Generation Balancing Account (LGBA).....	28765-E
Cost of Financing Balancing Account (CFBA).....	26180-E
Street Lighting Conversion Balancing Account (SLCBA).....	26396-E
Smart Meter Opt-Out Balancing Account (SMOBA).....	26898, 26899-E
Vehicle Grid Integration Balancing Account (VGIBA).....	27390-E
Green Tariff Shared Renewables Balancing Account (GTSRBA).....	27432, 27433-E
New Environmental Regulatory Balancing Account (NERBA).....	27955, 27956-E
Demand Response Generation Balancing Account (DRGMA)	28123-E
Master Meter Balancing Account (MMBA).....	29470-E
Distribution Resources Plan Demonstration Balancing Account	28885-E

III. Memorandum Accounts

Description/Listing of Accounts	19451, 28842, 28970-E
Catastrophic Event Memorandum Account (CEMA).....	19453, 19454, 22814-E
Generation Divestiture Transaction Costs Memo Acct (GDTCSMA)...	19458-E
Streamlining Residual Account (SRA).....	20137, 20138-E
Nuclear Claims Memorandum Account (NCMA).....	19465-E
Real-Time Energy Metering Memorandum Account (RTEMMA).....	19472-E
Net Energy Metering Memorandum Account (NEMMA).....	19473-E
Interval Metering Program Memorandum Account (IMPMA)....	19474-E
Self-Generation Program Memorandum Acct (SGPMA).....	19530, 19531-E
Bond Payment Memorandum Account (BPMA).....	19481-E
Direct Access Cost Responsibility Surcharge Memo Acct (DACRSMA)	19576, 19577, 19578-E
Advanced Metering & Demand Response Memo Acct (AMDRMA)	28124, 28125, 28126, 28127, 28128-E
Procurement Transaction Auditing Memo Account (PTAMA).....	19492-E
Reliability Costs Memorandum Account (RCMA).....	19493-E
Litigation Cost Memorandum Account (LCMA).....	20893-E
Community Choice Aggregation Surcharge Memo Account (CCASMA)	19988-E
Independent Evaluator Memorandum Account (IEMA)	22548-E
Community Choice Aggregation Procurement Memo Acct (CCAPMA)	19703-E
CSI Performance-Based Incentive Memorandum Account (CSIPMA)	19681-E
Renewables Portfolio Standard Cost Memorandum Account (RPSCMA)	24939-E
Market Redesign Technology Upgrade Memo Account (MRTUMA)...	22549-E
Gain/Loss On Sale Memorandum Account (GLOSMA).....	20157-E
Non-Residential Sub-metering Memo Account (NRSMA)...	20474-E
Long Term Procurement Plan Technical Assistance Memo Acct (LTAMA)	20640-E
BioMASS Memorandum Account (BIOMASSMA).....	28248-E
BioRAM Memorandum Account (BIORAMMA).....	28249-E
Wheeler North Reef Memorandum Account (WNRMA).....	28843, 28846-E

(Continued)



TABLE OF CONTENTS

II. Memorandum Accounts (Continued)

Energy Efficiency 2009-2011 Memorandum Acct (EEMA)	20910-E
Fire Hazard Prevention Memorandum Account (FHPMA)...	23771, 23772-E
Wildfire Expense Memorandum Account (WEMA).....	21959-E
Dynamic Pricing Memorandum Account (DPMA).....	22248-E
Smart Grid Memorandum Account (SGMA).....	21476-E
Disconnect Memorandum Account (DMA).....	22210-E
El Dorado Transition Cost Memorandum Account (EDTCMA)	22408-E
Environmental Fee Memorandum Account (EFMA)...	22098-E
General Rate Case Memorandum Account (GRCMA)	22511-E
Energy Savings Assistance Programs Memo Acct (ESAPMA)	23032-E
Greenhouse Gas Admin Costs Memo Account (GHGACMA)	26134-E
Greenhouse Gas Customer Outreach and Education Memorandum Account (GHGCOEMA).....	23428-E
Alternative Fuel Vehicle Memorandum Account (AFVMA).....	28160-E
Residential Disconnect Memorandum Account (RDMA).....	25227-E
Mitsubishi Net Litigation Memorandum Account (MNLMA)....	25578, 25579-E
Nuclear Fuel Cancellation Incentive Memo Account (NFCMA).	25580-E
NEIL Net Litigation Memorandum Account (NNLMA).....	25581, 25582-E
SONGS 2&3 Permanent Closure Non-Investment Relates Expense (SPCEMA).....	25583-E
Deductible Tax Repairs Benefits Memo Account (DTRBMA)....	27753-E
Marine Mitigation Memorandum Account (MMMA).....	27751, 27752-E
Green Tariff Shared Renewables Administrative Costs Memorandum Account (GTSRACMA).....	27434-E
Green Tariff Marketing, Edu & Outreach Memo Acct (GTME&OMA).	27435-E
Enhanced Community Renewables Marketing, Education & Outreach Memorandum Account (ECRME&OMA).....	27436-E
Direct Participation Demand Response Memorandum Account	26335-E
General Rate Case Memorandum Account 2016 (GRCMA2016)	27754-E
Rate Reform Memorandum Account (RRMA)	26407-E
Distribution Interconnection Memorandum Account (DIMA).....	28001-E
Integration Capacity Analysis and Location Net Benefit Analysis.... Memorandum Account (ICLNBA).....	29639, 29640-E

IV. Electric Distribution and Gas Performance

27755, 20737, 20738, 20739, 20868, 20869-E

V. SONGS 2&3 Procedures

17006, 17007-E

VI. Miscellaneous

Listing of Accounts	20158-E
Income Tax Component of Contributions and Advances Provision (ITCCAP).....	27069, 19501, 19502-E
Hazardous Substance Cleanup Cost Account (HSCCA)	19503, 19504, 25384, 19506-19513-E
Competition Transition Charge Responsibility (CTCR)	19514-E
Public Purpose Programs Adjustment Mechanism (PPPAM)	20610, 19516-E
Gain/Loss On Sale Mechanism (GLOSM)	20159, 20160, 20161, 20162, 20163-E

VII. Cost of Capital Mechanism (CCM).....

23463-E

INDEX OF RATE AREA MAPS

Map 1 - Territory Served.....	15228-E
Map 1-A - Territory Served.....	4916-E
Map 1-B - Territory Served.....	7295-E
Map 1-C - Territory Served.....	9135-E
Map 1-D - Territory Served.....	9136-E

(Continued)

N



TABLE OF CONTENTS

SCHEDULE OF RATES

<u>SCHEDULE NUMBER</u>	<u>SERVICE</u>	<u>CAL. P.U.C. SHEET NO.</u>	
<u>Residential Rates</u>			
DR	Domestic Service	29903, 29904, 29905, 29906, 27653, 24223-E	T
DR-TOU	Domestic Time-of-Use Service	29907, 29908, 29909, 29910, 29911, 27659-E 25535, 26565-E	T
TOU-DR	Residential – Time of Use Service	29912, 29913, 29914, 29915, 26057, 25542-E 29916, 29917, 29918, 29919-E	T
DR-SES	Domestic Households with a Solar Energy System	29920, 26571, 26572, 24335, 29921-E	T
E-CARE	California Alternate Rates for Energy	26573, 29922, 26575, 26576, 26577, 26578-E 26579-E	T
DM	Multi-Family Service	29923, 29924, 29925, 22926, 27668, 24242-E	T
DS	Submetered Multi-Family Service	22927, 22928, 22929, 22930, 24247, 27672-E 24249, 24250-E	T
DT	Submetered Multi-Family Service Mobilehome Park	22931, 22932, 22933, 22934, 24455, 27676-E 24257, 24258, 24259-E	T
DT-RV	Submetered Service – Recreational Vehicle Parks and Residential Marinas	22935, 22936, 22937, 22938, 24455, 27680-E 24266, 24267-E	T
EV-TOU	Domestic Time-of-Use for Electric Vehicle Charging	22939, 22940, 24270, 24271, 22941-E	T
EV-TOU-2	Domestic Time-of-Use for Households With Electric Vehicles	29942, 29943, 24272, 24274, 24275, 29944-E	T
DE	Domestic Service to Utility Employee	20017-E	
FERA	Family Electric Rate Assistance	29945, 26601-E	T
PEVSP	Plug-In Electric Vehicle Submetering Pilot	25237, 26183, 26184, 26185, 26186-E	
E-SMOP	Electric Smart Meter Opt-Out Program	26151, 26152-E	
<u>Commercial/Industrial Rates</u>			
TOU-DR1	Residential Time-of-Use DR1 (Experimental)	29952, 29953, 29954, 29955, 29787, 29788-E	T
TOU-DR2	Residential Time-of-Use DR2 (Experimental)	29956, 29957, 29958, 29959, 29793, 29794-E	T
A	General Service	29946, 29947, 24280-E	T
TOU-A	General Service – Time of Use Service	29948, 29949, 24373, 25256, 25257, 29950-E	T
A-TC	Traffic Control Service	29951, 24282, 24283-E	T
AD	General Service - Demand Metered	29960, 29961, 21772-E	T
A-TOU	General Service - Small - Time Metered	29962, 29963, 20503, 21773, 29964 -E	T
AL-TOU	General Service - Time Metered	29965, 29556, 29966, 29967, 29353, 29354-E 29355, 29356, 29357, 29559, 29560, 29969-E	T
AY-TOU	General Service – Time Metered – Optional	29970, 29971, 25433, 21776-E	T
A6-TOU	General Service - Time Metered	29972, 29973, 25435, 20521, 29974-7, 29975-E	T
DG-R	Distributed Generation Renewable –Time Metered	29976, 27887, 29977, 29978, 21059, 21060-E, 29979-10, 29980-11-E	T
OL-TOU	Outdoor Lighting – Time Metered	29981, 24302, 21448, 21449. 29982-E	T

(Continued)



TABLE OF CONTENTS

<u>SCHEDULE NO.</u>	<u>SERVICE</u>	<u>CAL. P.U.C. SHEET NO.</u>	
	<u>Lighting Rates</u>		
LS-1	Lighting - Street and Highway – Utility-Owned Installations	29983, 29984, 29985, 12626, 12627, 12628-E 21439-E	T
LS-2	Lighting - Street and Highway – Customer-Owned Installations	29986, 29987, 29988, 29989, 29990, 22362-E 22363, 22364-E	T
LS-3	Lighting - Street and Highway - Customer-Owned Installations	29991 14943, 21441-E	T
OL-1	Outdoor Area Lighting Service	29992, 20280, 21442-E	T
OL-2	Outdoor Area Lighting Service Metered – Customer-Owned Installation	29993, 21444, 21445-E	T
DWL	Residential Walkway Lighting.....	29994, 21450-E	T
	<u>Miscellaneous</u>		
PA	Power – Agricultural	29995, 29996, 26508-E	T
TOU-PA	Power - Agricultural Time of Use Service	29997, 29998, 29999, 26512-E	T
PA-T-1	Power – Agricultural – Optional Time-of-Use	30000, 30001, 30002, 26516, 26517, 29593,29667-E 30003, 30004-E	T
S	Standby Service	30005, 18256, 21453-E	
S-I	Standby Service – Interruptible	17678, 6085, 6317-E	
SE	Service Establishment Charge	27816, 27817-E	
DA	Transportation of Electric Power for Direct Access Customers	17679, 14953, 14954, 21894, 15111, 16976-E 21454, 21895-E	
NDA	UDC Meter Services for Non-Direct Access Customers	17892, 11850, 11851, 21455, 16427-E	
E-Depart	Departing Load Nonbypassable ND & PPP Charges	18385-E, 18386-E	
BIP	Base Interruptible Program	29484, 29485, 29486, 29487, 29488, 29489-E 14625, 15198, 14627, 21948-21951-E	
OBMC	Optional Binding Mandatory Curtailment Plan.....	25237, 25378, 25239, 25379, 25241-E	
PEVSP	Plug-in Electric Vehicle Submetering Pilot (Phase I)	14584, 22957, 22958, 14587, 18367-E	
SLRP	Scheduled Load Reduction Program	18259, 18260, 20546, 18262-E	
RBRP	Rolling Blackout Reduction Program.....	25218, 23478, 23479, 25219-E	
DBP	Demand Bidding Program	25220, 25221, 23630, 23631-E	
DBP-DA	Demand Bidding - Day Ahead (US Navy).....		
NEM	Net Energy Metering	28166, 25273, 25274-75, 28167-68, 25278-79-E 28169, 25281-89, 28170-71, 28847-E	
NEM ST	Net Energy Metering Successor Tariff.....	28173, 27171-72, 27696-97, 28174-76, 27701-E 27179-95, 28177-78, 28848-E	
NEM-FC	Net Energy Metering for Fuel Cell Customer Generators.....	24910, 23437, 23438, 23439, 23440, 23441-E 23442, 23442-E	
E-PUC	Surcharge to Fund PUC Reimbursement Fee	29841-E	T
DWR-BC	Department of Water Resources Bond Charge.....	27021-E	
DA-CRS	Direct Access Cost Responsibility Surcharge.....	21812, 30006, 30007, 27047, 27048-E	
CGDL-CRS	Customer Generation Departing Load Cost Responsibility Surcharge.....	30008, 19582, 27196, 18584, 18391-E	T
CCA	Transportation of Electric Power, For Community Choice Aggregation Customers.....	17894, 17895, 17896, 17897-E	T
CCA-CRS	Community Choice Aggregation Cost Responsibility Surcharge.....	27049, 21817-E	
CCA-INFO	Information Release to Community Choice Providers.....	22783, 17858, 22784, 17860-E	
CBP	Capacity Bidding Program	26609, 27127, 25209, 25210, 29019, 29020-E 29021, 29022, 25215, 25216, 28067, 28068-E	
UM	Unmetered Electric Service	30009,19337,19338-E	T

(Continued)



TABLE OF CONTENTS

SCHEDULE OF RATES

<u>SCHEDULE NUMBER</u>	<u>SERVICE</u>	<u>CAL. P.U.C. SHEET NO</u>
	<u>Miscellaneous</u>	
WATER	Water Agency Tariff for Eligible Renewables.....	20287,19337,19338, 20429,20430-E
PTR	Peak Time Rebate	24102, 22926, 23475, 28069-E
TCRE	Customer Renewable Energy.....	20882, 20883-E
NEM-V	Virtual Net Metering for Multi-Tenant and Meter Properties.....	23222, 22934, 23333, 23334, 23965-E 23966, 23967, 29409-E
NEM-V-ST	Virtual Net Metering for Multi-Tenant and Meter Properties Successor Tariff.....	27197-229410-E
VNM-A	Virtual Net Metering for Multi-Family Affordable Housing.....	22385, 22402, 22403, 22404, 29411-E
VNM-A-ST	Virtual Net Metering for Multi-Family Affordable Housing Successor Tariff.....	27209-27216, 29412-E
RES-BCT	Renewable Energy Self-Generation Bill Credit Transfer.....	29722, 29724, 22584, 22585, 222586-E
ECO	Energy Credit Option.....	21280, 21281, 21282, 21283-E
SPSS	Station Power Self Supply.....	21625, 21626, 21627, 21628-E
CHP	Combined Heat and Power.....	22625, 22626-E
GHG-ARR	Greenhouse Gas Allowance Rate Return.....	27051, 28823, 27052-E
BIOMAT	Bioenergy Market Adjusting Tariff.....	29234-37, 28286-88, 26834, 29238-E 26836-38, 29239-40,28290-93,29241-E
ECR	Enhanced Community Renewables.....	28786, 28267, 28787, 28269, 28270-E 28271, 28788, 28409-E
GT	Green Tariff.....	28273, 28274, 28275, 28276, 28277-E 28410-E
ECR-PDT	Enhanced Community Renewables Project Development Tariff.....	26860, 26861, 26862, 26863, 26864-E 26865, 26866, 26867, 26868, 26869-E 26870, 26871, 26872, 26873-E
VGI	Vehicle Grid Integration.....	28860, 29756, 29757, 28863, 28871 -E
	<u>Commodity Rates</u>	
EECC	Electric Energy Commodity Cost	29723, 29725-29735, 29609, 29426-E 29427, 29428, 29736-29742-E, 29611-29616-E
EECC-TOU-DR-P	Electric Commodity Cost - Time of Use Plus	29743, 29436, 29437, 29618-9, 29744-E
EECC-TOU-A-P	Electric Commodity Cost – Time of Use Plus	29672, 29745, 29443, 26536-7, 29444-E 29746, 29446-E
EECC-TOU-PA-P	Electric Commodity Cost – Time of Use Plus	29747, 29748, 26540, 26617, 29448-E
EECC-TBS	EECC – Transitional Bundled Service.....	22903, 22904, 16432, 19750-E
EECC-CPP-D	EECC Critical Peak Pricing Default.....	29749, 29750, 29451, 25514, 29452-E 29453, 25517, 29675, 29751, 29752-E
EECC-CPP-D-AG	EECC, Critical Peak Pricing Default Agricultural	29753, 29754, 29460, 25518, 25519-E 29461, 29462, 29463, 29755, 29465-E
LIST OF CONTRACTS AND DEVIATIONS.....		14296, 5488, 5489, 6205, 6206, 5492-E 16311, 22320, 5495, 6208, 6209, 8845-E 6109, 5902, 5750, 8808, 8809, 6011-E 8001, 8891, 24064, 22533, 28163-E

(Continued)



TABLE OF CONTENTS

Sheet 7

<u>RULE NO.</u>	<u>SERVICE</u>	<u>CAL. P.U.C. SHEET NO.</u>
1	Definitions	20584, 20585, 23310, 23700, 20588, 17687, 22066, 18413-E 14854, 24475, 19394, 24671, 24476, 22068-E
2	Description of Service	15591-15600, 15601, 15602, 15603, 20415-E
3	Applications for Service	15484, 15485-E
4	Contracts	15488, 15489, 15490-E
5	Special Information Available for Customers ..	20644, 20645-E
6	Establishment & Re-establishment of Credit...	20223, 25228-E
7	Deposits	25229, 20228-E
8	Notices	17405-E
9	Rendering and Payment of Bills	25230, 29075, 20142, 20143-E
10	Disputed Bills	19756-E
11	Discontinuance of Service	25231, 25232, 25233, 19693, 25248, 19695 –19697, 22793-E
12	Rates and Optional Rates	19399-E
13	Temporary Service	19757-E
14	Shortage of Elec Supply/Interruption Divry	4794-E
15	Distribution Line Extensions	19758, 11221, 11222, 22237, 13202, 13203, 20417, 12777-E 17074, 17075, 17076, 22238, 22239, 20420-E
16	Service Extensions	11233, 22794, 10501, 11235, 11236, 13238-E 11238, 11239, 11240, 19759, 11242, 11243, 11244, 11245-E
17	Meter Reading	26153, 20343-E
18	Meter Tests and Adjustment of Bills	16585, 22130, 22131-E
19	Supply to Separate Premises and Resale	18704, 20591, 26879, 22515-E
20	Replace of OH w/ UG Elec Facilities	25251, 15505, 15506, 15507, 15508-E
21	Interconnection Standards for Non-Utility Owned Generation	27716, 28005-6, 25991, 27718-19, 24948, 28007-10, 24953, 27218-22-E 27720, 27724-29, 28011, 27231, 28012, 27721-27, 28013, 27729-34, 28014-E 28014, 27736-38, 28015-22, 27259-60, 28023-27, 27266-88, 28028-31-E 28975-76, 28095, 28050, 27312, 27319, 28096, 28097, 27322-363-E 28804-809-E
21.1	Final Standard Offer 4 Qualifying Facilities	7966-7976, 7977-7986, 7989-E
22	Special Service Charges	8713, 8714-E
23	Competition Transition Charge Responsibility	19760, 15189, 15190, 15191, 15192, 15123, 10623, 10624-E 10625, 12720, 12721, 12722, 12723, 12724-E
25	Direct Access Rules	22714, 23311, 21669-21671, 23312, 21673, 23313, 22715-16-E 23775- 23780, 21683-21691, 23316, 21693, 11915, 20294, 20295-E 11918-11920, 20296, 11922-11924, 20297, 11926, 20298-E 11928-11930-E
25.1	Switching Exemptions	23413, 22644, 22727, 22646, 21889, 21699, 21700, 22728-E 23317, 23318, 21704, 28297, 28298, 23416-E 19818-E
25.2	DA Qualified Nonprofit Charitable Org	
27	Community Choice Aggregation	19763-19770, 20299, 21898, 19773-76, 21899, 21900, 21901-E 19780, 19781, 26377, 22825, 19784-91, 20300, 22826, 19794-98-E 19799, 19800, 20466, 20467-E
27.2	CCA Open Season	
28	Provision of Utility Right-of-Way Information	14167, 14168, 14169, 14170, 14171-E
29	Third-Party Marketers for BIP	22966, 22967, 22968, 22969, 22970, 22971, 22972, 22973-E
30	Capacity Bidding Program	19658, 19659, 19660, 19661, 19662, 19663-E
31	Participating Load Pilot	21265, 21266, 21267, 21268, 21269, 21270-E
31.1	Demand Response Wholesale Market Pilot	22041, 22042, 22043, 22044, 22045, 22046-E
32	Direct Participation Demand Response	24708, 27076, 27104, 27078, 27079, 27080, 27081, 27105, 27083-E 27084, 27085, 27086, 27087-27090, 27091, 27092, 27093, 27094-E 27095, 24729, 26386, 24731, 27096, 24733-E
33	Privacy & Security – Energy Use Data	23298, 23299, 23300, 23301, 23302, 23303, 23304, 23305-E
40	On-Bill Financing Program	20937-E
41	DR Multiple Program Participation	21501, 21502, 21503, 21504, 21505, 21506-E
43	On-Bill Repayment Pilots	26465, 23976, 26466, 26467, 26468, 26469, 26470-E
44	Mobilehome Park Utility Upgrade Program	29471, 29472, 29473, 29474, 25471- 25474-E

(Continued)

T



TABLE OF CONTENTS

Sheet 8

SAMPLE FORMS

<u>Form No.</u>	<u>Date</u>	<u>Applications, Agreements & Contracts</u>	<u>Cal. P.U.C. Sheet No.</u>
101-663A	10-68	Agreement - Bills/Deposits.....	2497-E
101-4152G	6-69	Sign Up Notice for Service.....	1768-E
106-1202	6-96	Contract for Special Facilities.....	9118-E
106-1502C	5-71	Contract for Agricultural Power Service.....	1919-E
106-1959A	5-71	Absolving Service Agreement, _____ Service from Temporary Facilities.....	1921-E
106-2759L	4-91	Agreement for Replacement of Overhead with Underground Facilities.....	7063-E
106-3559	- - -	Assessment District Agreement.....	6162-E
106-3559/1	- - -	Assessment District Agreement.....	6202-E
106-3859	01-01	Request for Service at Secondary/Primary Substation Level Rates.....	14102-E
106-3959	6-96	Contract for Special Facilities Refund.....	9120-E
106-4059	6-96	Contract for Buyout Special Facilities.....	9121-E
106-5140A	10-72	Agreement for _____ Service.....	2573-E
106-15140	5-71	Agreement for Temporary Service.....	1920-E
106-21600	11-14	Agreement for the Purchase of Electrical Energy.....	25563-E
106-36140	11-73	Agreement for Street Lighting - Schedule LS-1.....	2575-E
106-37140	11-73	Agreement for Street Lighting - Schedule LS2-A.....	2576-E
106-38140	11-73	Agreement for Street Lighting - Schedule LS2-B.....	2577-E
106-13140	6-95	General Street Lighting Contract.....	8785-E
106-14140A	1-79	Street Lighting Contract, Supplement.....	3593-E
106-2059A	6-69	Contract for Outdoor Area Lighting Service.....	1773-E
106-23140	9-72	Contract for Residential Walkway Lighting Service.....	2581-E
106-35140E	11-85	Underground Electric General Conditions.....	5547-E
106-39140	9/14	Contract for Unmetered Service Agreement for Energy Use Adjustments for network Controlled Dimmable Streetlights.....	25464-E
106-43140	11-85	Overhead Line Extension General Conditions.....	5548-E
106-44140	1-08	Agreement for Extension and Construction of _____	20421-E
65502	5-04	Statement Of Applicant's Contract Anticipated Cost For Applicant Installation Project.....	17139-E
107-00559	3-98	Proposal to Purchase and Agreement for Transfer of Ownership of Distribution Systems.....	11076-E
116-2001	12-11	Combined Heat & Power System Contract less than 20 MW	22627-E
116-0501	12-11	Combined Heat & Power System Contract less than 5 MW	22628-E
116-0502	06-12	Combined Heat & Power System Contract less than 500kW	22997-E
117-2159B	- - -	Standard Offer for Power Purchase and Interconnection - Qualifying Facilities Under 100 Kw.....	5113-E
117-2160	06-17	Generating Facility Interconnection Agreement (NEM/Non- NEM Generating Facility Export).....	29046-E
117-2160-A	06-17	Generating Facility Interconnection Agreement (NEM/Non- NEM Generating Facility Export) Federal Government Only..	29047-E
117-2259	8-95	Electronic Data Interchange (EDI) and Funds Transfer Agreement.....	8802-E
118-159	7-91	Group Load Curtailment Demonstration Program - Curtailment Agreement	7153-E
118-00228	7-98	Agreement for Illuminated Transit Shelters.....	11455-E

(Continued)



TABLE OF CONTENTS

Sheet 9

SAMPLE FORMS

<u>Form No.</u>	<u>Date</u>	<u>Applications, Agreements & Contracts</u>	<u>Sheet No.</u>
118-459	07-91	Group Load Curtailment Demonstration Program - Peak Capacity Agreement.....	7154-E
118-228	01-11	Operating Entity Agreement for Illuminated Transit Shelters.....	22224-E
118-1228	01-11	Agreement for Illuminated Transit Shelters	22225-E
124-363	- - -	Declaration of Eligibility for Lifeline Rates.....	2857-E
124-463	07-07	Continuity of Service Agreement.....	20126-E
124-463/1	07-07	Continuity of Service Agreement Change Request.....	20127-E
124-1000	09-07	Community Choice Aggregator (CCA) Service Agreement.....	20301-E
124-1010	10-12	Community Choice Aggregator Non-Disclosure Agreement.....	23228-E
124-1020	03-12	Declaration by Mayor or Chief County Administrator Regarding Investigation, Pursuit or Implementation of Community Choice Aggregation.....	22786-E
124-5152F	08-73	Application for Gas/Electric Service.....	2496-E
132-150	05-16	Medical Baseline Allowance Application.....	27490-E
132-150/1	07-02	Medical Baseline Allowance Self-Certification.....	23637-E
132-01199	02-99	Historical Energy Usage Information Release (English).....	11886-E
132-01199/1	02-99	Historical Energy Usage Information Release (Spanish).....	11887-E
132-1259C	06-74	Contract for Special Electric Facilities.....	2580-E
-----		Contract for Electric Service - Agua Caliente – Canebrake.....	1233-E
132-2059C		Resident's Air Conditioner Cycling Agreement.....	4677-E
132-6263	06-07	On-Bill Financing Loan Agreement.....	21100-E
132-6263/1	06-07	On-Bill Financing Loan Agreement for Self Installers.....	21101-E
132-6263/2	11-12	On-Bill Financing Loan Agreement for CA State Government Customers	23268-E
132-6264	08-15	Authorization to Add Charges to Utility Bill.....	26471-E
132-20101	12-10	Affidavit for Small Business Customer.....	22132-E
135-00061	12-00	Voluntary Rate Stabilization Program Contract for Fixed Price Electric Energy with True-up.....	14001-E
135-559	07-87	Power Line Analysis and/or Engineering Study Agreement.....	5978-E
135-659	10-92	Annual Certification Form - Master Metered Accounts.....	7542-E
139-0001	02-07	Energy Payment Deferral Plan for Citrus & Agricultural Growers...	19981-E
142-00012	02-03	Scheduled Load Reduction Program Contract.....	16102-E
142-140	08-93	Request for Service on Schedule LR.....	7912-E
142-259	07-87	Contract for Service, Schedule S-I (Standby Service - Interruptible).....	5975-E
142-359A	07-87	Contract for Service, Schedule S (Standby Service).....	5974-E
142-459		Agreement for Standby Service.....	6507-E
142-732	04-15	Application and Statement of Eligibility for the California Alternate Rates for Energy (CARE) Program.....	28891-E
142-732/1	04-15	Residential Rate Assistance Application (IVR/System-Gen).....	28892-E
142-732/2	04-15	Sub-metered Household Application and Statement of Eligibility for California Alternate Rates for Energy (CARE) Program.....	28893-E
142-732/3	12-15	CARE Program Recertification Application & Statement of Eligibility	28894-E
142-732/4	12-15	CARE/FERA Program Renewal – Application & Statement of Eligibility for Sub-metered Customers.....	28895-E
142-732/5	12-15	CARE Post Enrollment Verification.....	28896-E
142-732/6	04-15	Residential Rate Assistance Application (Vietnamese).....	28897-E
142-732/8	04-15	Residential Rate Assistance Application (Direct Mail).....	28898-E
142-732/10	04-15	Residential Rate Assistance Application (Mandarin Chinese).....	28899-E
142-732/11	04-15	Residential Rate Assistance Application (Arabic).....	28900-E
142-732/12	04-15	Residential Rate Assistance Application (Armenian).....	28901-E
142-732/13	04-15	Residential Rate Assistance Application (Farsi).....	28902-E
142-732/14	04-15	Residential Rate Assistance Application (Hmong).....	28903-E
142-732/15	04-15	Residential Rate Assistance Application (Khmer).....	28904-E
142-00832	04-15	Application for CARE for Qualified Nonprofit Group Living Facilities	28910-E

T
T

T
T

T
T
T
T
T
T
T
T
T

(Continued)



TABLE OF CONTENTS

Sheet 10

SAMPLE FORMS

<u>Form No.</u>	<u>Date</u>	<u>Applications, Agreements & Contracts</u>	<u>Sheet No.</u>
142-732/16	05-16	Residential Rate Assistance Application (Korean).....	27476-E
142-732/17	05-16	Residential Rate Assistance Application (Russian).....	27477-E
142-732/18	05-16	Residential Rate Assistance Application (Tagalog).....	27478-E
142-732/19	05-16	Residential Rate Assistance Application (Thai).....	27479-E
142-740	05-16	Residential Rate Assistance Application (Easy/App)	27596-E
142-959	06-96	Standard Form Contract for Service New Job Incentive Rate Service.....	9129-E
142-1059	06-96	Standard Form Contract for Service New Job Connection Credit.....	9130-E
142-1159	03-94	Standard Form Contract - Use of Rule 20A Conversion Funds to Fund New Job Connection Credit.....	8103-E
142-1359	05-95	Request for Contract Minimum Demand.....	8716-E
142-1459	05-95	Agreement for Contact Closure Service.....	8717-E
142-1559	05-95	Request for Conjunctive Billing.....	8718-E
142-1659	05-95	Standard Form Contract - Credits for Reductions in Overhead to Underground Conversion Funding Levels.....	8719-E
142-01959	01-01	Consent Agreement.....	14172-E
142-02559	01-98	Contract to Permit Billing of Customer on Schedule AV-1 Prior to Installation of all Metering and Equipment Required to Provide a Contract Closure in Compliance With Special Condition 12 of Schedule AV-1.....	11023-E
142-02760	12-12	Interconnection Agreement for Net Energy Metering Solar or Wind Electric Generating Facilities for Other than Residential or Small Commercial of 10 Kilowatts or Less.....	26167-E
142-02760.5	07-14	Interconnection Agreement for Virtual Net Metering (VNM) Photovoltaic Electric Generating Facilities.....	16697-E
142-02762	01-13	Fuel Cell Generating Facility NEM and Interconnection Agreement.....	23444-E
142-02763	10-12	NEM/VNM-A Inspection Report.....	23234-E
142-02765	01-15	NEM Application & Interconnection Agreement for Customers with Solar and/or Wind Electric Generating Facilities of 30 kW or Less.....	26168-E
142-02766	01-15	NEM Application & Interconnection Agreement for Solar and/or Wind Electric Generating Facilities Greater than 30 kW or up to 1000 kW.....	26169-E
142-02768	02-09	Photovoltaic Generation Allocation Request Form.....	21148-E
142-02769	07-14	NEM Aggregation Form.....	25293-E
142-02770	12-12	Generation Credit Allocation Request Form.....	23288-E
142-02771	08-16	Rule 21 Generator Interconnection Agreement (GIA).....	28051-E
142-02772	06-14	Rule 21 Detailed Study Agreement.....	25065-E
142-02773	08-16	Interconnection App for Solar and/or Wind ONLY >30 Kw	29492-E
142-02774	08-16	Interconnection App for Solar and/or Wind ONLY <30 Kw	29493-E
142-3201	- - -	Residential Hotel Application for Residential Rates.....	5380-E
142-3242		Agreement for Exemption from Income Tax Component on Contributions and Refundable Advances.....	6041-E
142-4032	05-14	Application for California Alternate Rates for Energy (CARE) Program for Qualified Agricultural Employee Housing Facilities.....	27482-E
142-4035	06-05	Application for California Alternate Rates for Energy (CARE) Program for Migrant Farm Worker Housing Centers.....	18415-E
142-05200	08-16	Generator Interconnection Agreement for Fast Track Process.....	28054-E
142-05201	08-16	Exporting Generating Facility Interconnection Request.....	28055-E
142-05202	01-01	Generating Facility Interconnection Application Agreement....	14152-E
142-05203	08-16	Generating Facility Interconnection Application.....	28056-E
142-05204	07-16	Rule 21 Pre-Application Report Request.....	27744-E
142-05205	07-02	Optional Binding Mandatory Curtailment Plan Contract.....	17729-E
142-05207	04-06	Base Interruptible Program Contract.....	23043-E
142-05209	04-01	No Insurance Declaration.....	15476-E
142-05210	06-04	Rolling Blackout Reduction Program Contract.....	18273-E
142-05211	06-04	Bill Protection Application.....	18273-E
142-05212	07-03	Demand Bidding Program Non-Disclosure Agreement.....	17152-E
142-05215	04-06	Third Party Marketer Agreement for BIP.....	22975-E

T
T

(Continued)



TABLE OF CONTENTS

Sheet 11

SAMPLE FORMS

<u>Form No.</u>	<u>Date</u>	<u>Applications, Agreements and Contracts</u>	<u>Cal. P.U.C. Sheet No.</u>
142-05216	04-06	Notice to Add, Change or Terminate Third Party Marketer for BIP	22976-E
142-05218	07-14	Demand Bidding Program Contract.....	25222-E
142-05218-N	07-14	Demand Bidding Program Day Ahead (Navy Only) Contract....	26373-E
142-05300	10-06	Capacity Bidding Program Customer Contract.....	19664-E
142-05301	10-06	Aggregator Agreement for Capacity Bidding Program (CBP).....	26161-E
142-05302	10-06	Notice to Add, Change, or Terminate Aggregator for Capacity Bidding Program.....	26162-E
142-05303	10-06	Notice by Aggregator to Add or Delete Customer.....	26163-E
142-05213	07-03	Technical Assistance Incentive Application.....	16568-E
142-05219	02-17	Technical Incentive Program Application.....	28856-E
142-05219/1	02-17	Technical Incentive Program Agreement.....	28857-E
142-0541	06-02	Customer Generation Agreement.....	15384-E
142-0542	06-17	Generating Facility Interconnection Agreement..... (3 rd Party Inadvertent Export)	29058-E
142-0543	06-17	Generating Facility Interconnection Agreement..... (3 rd Party Non-Exporting)	29059-E
142-0544	06-17	Generating Facility Interconnection Agreement..... (Inadvertent Export)	29060-E
142-0545	06-06	Generating Facility Interconnection Agreement (Continuous Export)...	19323-E
142-0546	05-10	Generation Bill Credit Transfer Allocation Request Form.....	21852-E
142-0600	06-13	Joint IOU Standard Form Re-Mat Power Purchase Agreement.....	23603-E
142-0610	06-13	SDG&E's Final Standard Form Re-Mat PPA	23604-E
143-359		Resident's Agreement for Water Heater Switch Credit.....	3542-E
143-00212		Service Agreement between the Customer and SDG&E for Optional UDC Meter Services.....	11854-E
143-359		Resident's Agreement for Water Heater Switch Credit.....	3542-E
143-459		Resident's Agreement for Air Conditioner or Water Heater Switch.....	3543-E
143-559		Owner's Agreement for Air Conditioner or Water Heater Switch Payment.....	3544-E
143-659		Owner's Agreement for Air Conditioner or Water Heater Switch.....	3545-E
143-759	12-97	Owner's Agreement for Air Conditioner Switch Payment.....	3699-E
143-859	1-99	Occupant's Agreement for Air Conditioner Switch Payment....	3700-E
143-01212		Letter of Understanding between the Customer's Authorized Meter Supplier and SDG&E for Optional UDC Meter Services.....	11855-E
143-1459B	12-97	Thermal Energy Storage Agreement.....	5505-E
143-01759	12-97	Meter Data and Communications Request.....	11004-E
143-01859	2-99	Energy Service Provider Service Agreement.....	10572-E
143-01959	8-98	Request for the Hourly PX Rate Option Service Agreement....	11005-E
143-01959/1	2-99	Request for the Hourly PX Rate Option (Spanish).....	11888-E
143-02059	12-99	Direct Access Service Request (DASR).....	13196-E
143-02159	12-97	Termination of Direct Access (English).....	11889-E
143-02159/1	12-97	Termination of Direct Access (Spanish).....	11890-E
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
143-02459	12-97	ESP Request for SDG&E to Perform ESP Meter Services.....	11008-E
143-02659	3-98	ESP Request to Receive Meter Installation/Maintenance Charges	11175-E
143-02759	04-10	Direct Access Customer Relocation Declaration.....	23417-E
143-02760	12-12	Six Month Notice to Return to Direct Access Service.....	23319-E
143-02761	01-12	Six Month Notice to Return to Bundled Portfolio Service....	22730-E
143-02762	02-13	Direct Access Customer Assignment Affidavit.....	23432-E
143-02763	04-10	Notice of Intent to Transfer to DA During OEW.....	21709-E

(Continued)

11C5

Issued by

Date Filed

Jun 30, 2017

Advice Ltr. No. 3094-E

Dan Skopec

Effective

Jul 30, 2017

Vice President

Decision No. 14-12-035

Regulatory Affairs

Resolution No.



TABLE OF CONTENTS

Sheet 12

SAMPLE FORMS

<u>Form No.</u>	<u>Date</u>	<u>Applications, Agreements and Contracts</u>	<u>Cal. P.U.C. Sheet No.</u>
143-02764	02-13	Direct Access Customer Replacement Declaration.....	23701-E
144-0810	03-08	Critical Peak Pricing (CPP) Opt-Out Form.....	20594-E
144-0811	03-09	Capacity Reservation Election.....	21133-E
144-0812	08-13	Event Notification Form.....	23703-E
144-0813	08-13	Future Communications Contact Information Form.....	23704-E
144-0820	01-16	CISR-DRP.....	27106-E
144-0821	01-16	DRP Service Agreement.....	27107-E
165-1000	06-09	Participating Load Pilot Customer Contract.....	21271-E
165-1000/1	06-10	Demand Response Wholesale Market Pilot Customer Contract.....	22047-E
165-1001	06-09	Aggregator Agreement for Participating Load Pilot.....	21272-E
165-1001/1	06-10	Aggregator Agreement for Demand Response Wholesale Market Pilot....	22048-E
165-1002	06-09	Notice to Add, Change or Terminate Aggregator for PLP.....	21273-E
165-1002/1	06-10	Notice to Add, Change or Terminate Aggregator for DRWMP.....	22049-E
165-1003	06-09	Notice by Aggregator to Add or Delete Customers for PLP.....	21274-E
165-1003/1	06-10	Notice by Aggregator to Add or Delete Customers for DRWMP.....	22050-E
175-1000	07-09	Customer Energy Network – Terms and Conditions.....	21298-E
182-1000	11-13	Renewable Energy Credits Compensation Agreement.....	23970-E
183-1000	07-14	PEV Submetering Pilot (Phase I) Customer Enrollment Agreement.....	26187-E
183-2000	07-14	Submeter MDMA Registration Agreement.....	26188-E
185-1000	02-14	Customer Information Service Request Form.....	24202-E
185-2000	12-15	Energy Efficiency Financing Pilot Programs Authorization or Revocation of Authorization to Release Customer Information.....	26941-E
187-1000	04-15	Rule 33 Standard Non-Disclosure Agreement (NDA).....	26294-E
187-2000	04-15	Rule 33 Terms of Service Acceptance Form.....	26295-E
189-1000	11-14	Mobilehome Park Utility Upgrade Agreement.....	25558-E
189-2000	11-14	Mobilehome Park Utility Upgrade Application.....	25559-E
190-1000	10-15	Bioenergy Market Adjusting Tariff Power Purchase Agreement.....	26846-E
190-2000	10-15	Green Tariff Shared Renewables (GTSR) Enhanced Community Renewables (ECR) Program Project Development Tariff Rider and Amendment.....	26874-E
195-1000	05-17	Station Power -Agreement for Energy Storage Devices.....	28966-E
200-1000	09/17	Declaration of Eligibility for Foodbank Discount	29285-E
<u>Deposits, Receipts and Guarantees</u>			
144-0812	03-09	Critical Peak Pricing - Event Notification Information Form	21134-E
144-0813	03-09	Critical Peak Pricing - Future Communications Contact Information Form	21135-E
155-100	03-06	Application and Contract for Unmetered Service.....	19128-E
160-1000	10-12	Public Agency and Wastewater Agency Agreement.....	23240-E
160-2000	10-12	Customer Renewable Energy Agreement.....	23241-E
101-00197	09-08	Payment Receipt for Meter Deposit	11197-E
101-363	04-98	Guarantor's Statement	20604-E
101-1652B	04-08	Receipt of Payment.....	2501-E
103-1750-E	03-68	Return of Customer Deposit.....	2500-E
<u>Bills and Statements</u>			
108-01214	03-14	Residential Meter Re-Read Verification	24576-E
110-00432	11-16	Form of Bill - General, Domestic, Power, and Lighting Service - Opening, Closing, and Regular Monthly Statements.....	28256-E
110-00432/2	07-16	Form of Bill - Past Due Format.....	27837-E

(Continued)



TABLE OF CONTENTS

Sheet 13

SAMPLE FORMS

<u>Form No.</u>	<u>Date</u>		<u>Cal. P.U.C. Sheet No.</u>
<u>Collection Notices (Continued)</u>			
101-00751	08-14	Final Notice Before Disconnect (MDTs).....	25419-E
101-00752	04-11	Final Notice Before Disconnect (delivered).....	22324-E
101-00753	03-14	Back of Urgent Notice Applicable to Forms 101-00753/1 through 101-00753/11.....	24579-E
101-00753/1	04-11	Urgent Notice Payment Request Security Deposit to Establish Credit.....	22325-E
101-00753/2	03-05	Urgent Notice Payment Request Security Deposit to Re-Establish Credit.....	18084-E
101-00753/3	04-11	Urgent Notice Payment Request for Past Due Security Deposit.....	22326-E
101-00753/4	04-11	Urgent Notice Payment Request for Past Due Bill.....	22327-E
101-00753/5	02-04	Urgent Notice Payment Request for Returned Payment.....	16948-E
101-00753/6	02-04	Urgent Notice Payment Request for Final Bill.....	16949-E
101-00753/7	02-04	Urgent - Sign Up Notice for Service.....	16950-E
101-00753/8	02-04	Reminder Notice – Payment Request for Past Due Bill.....	16951-E
101-00753/9	02-04	Closing Bill Transfer Notification.....	16952-E
101-00753/10	03-14	Payment Agreement Confirmation.....	24580-E
101-00753/11	02-04	ESP Reminder Notice – Payment Request for Past Due Bill.....	16954-E
101-00754	03-14	Final Notice Before Disconnection (mailed), Notice of Past Due Closing Bill, and Notice of Past Due Closing Bill Final Notice.....	24581-E
101-01071	04-11	Notice of Disconnect (delivered).....	22330-E
101-01072	08-14	Notice of Disconnect (delivered).....	25420-E
101-01073	05-14	Notice of Shut-off (Mailed).....	24851-E
101-02171	05-10	Notice to Landlord - Termination of Tenant's Gas/Electric Service (two or more units).....	21885-E
101-02172	03-14	Notice of Disconnect (MDTs).....	24582-E
101-2452G	02-04	Notice to Tenants - Request for Termination of Gas and Electric Service Customer Payment Notification.....	16959-E
<u>Operation Notices</u>			
101-2371	11-95	No Access Notice.....	8826-E
101-3052B	3-69	Temporary "After Hour" Turn On Notice.....	2512-E
101-15152B	3-69	Door Knob Meter Reading Card.....	2515-E
107-04212	4-99	Notice of Temporary Electric Service Interruption (English & Spanish).....	12055-E
115-00363/2	9-00	Sorry We Missed You.....	13905-E
115-002363	9-00	Electric Meter Test.....	13906-E
115-7152A		Access Problem Notice.....	3694-E
124-70A		No Service Tag.....	2514-E

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APPENDIX D

STATEMENT OF PROPOSED INCREASES

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 2020 through 2023. Further details regarding the proposed rate designs and revenue requirements can be found in the direct testimony of Kellen C. Gill (Chapter 4) and direct testimony of Greg D. Shimansky (Chapter 5).

Class Average Rates Impact

	Current 1/1/18 (¢/kWh)	<u>2020</u>			<u>2021</u>			<u>2022</u>			<u>2023</u>		
		Proposed Rate (¢/kWh)	Change from Current (¢/kWh)	Change from Current (%)	Proposed Rate (¢/kWh)	Change from Current (¢/kWh)	Change from Current (%)	Proposed Rate (¢/kWh)	Change from Current (¢/kWh)	Change from Current (%)	Proposed Rate (¢/kWh)	Change from Current (¢/kWh)	Change from Current (%)
Residential	27.561	27.600	0.039	0.14%	27.641	0.080	0.29%	27.690	0.129	0.47%	27.738	0.177	0.64%
Small Comm.	26.242	26.283	0.041	0.16%	26.325	0.083	0.32%	26.376	0.134	0.51%	26.425	0.183	0.70%
Med & Lg C&I	21.385	21.407	0.022	0.10%	21.429	0.044	0.21%	21.456	0.071	0.33%	21.482	0.097	0.45%
Agriculture	19.468	19.493	0.025	0.13%	19.519	0.051	0.26%	19.552	0.084	0.43%	19.583	0.115	0.59%
Lighting	21.635	21.679	0.044	0.20%	21.725	0.090	0.42%	21.781	0.146	0.67%	21.836	0.201	0.93%
System Total	23.997	24.027	0.030	0.13%	24.058	0.061	0.25%	24.095	0.098	0.41%	24.132	0.135	0.56%

APPENDIX E

STATEMENT OF ORIGINAL COST AND DEPRECIATION RESERVE

SAN DIEGO GAS & ELECTRIC COMPANY

**COST OF PROPERTY AND
DEPRECIATION RESERVE APPLICABLE THERETO
AS OF SEPTEMBER 30, 2017**

<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	<u>173,853,295.61</u>	<u>100,757,286.73</u>
	TOTAL INTANGIBLE PLANT	<u>174,076,136.97</u>	<u>100,960,187.03</u>
310.1	Land	14,526,518.29	46,518.29
310.2	Land Rights	0.00	0.00
311	Structures and Improvements	96,426,870.08	45,809,590.00
312	Boiler Plant Equipment	170,106,000.10	77,532,091.53
314	Turbogenerator Units	138,276,524.45	53,328,056.32
315	Accessory Electric Equipment	85,828,855.55	38,538,182.32
316	Miscellaneous Power Plant Equipment	48,921,056.89	12,552,954.74
	Steam Production Decommissioning	<u>0.00</u>	<u>0.00</u>
	TOTAL STEAM PRODUCTION	<u>554,085,825.36</u>	<u>227,807,393.20</u>
320.1	Land	0.00	0.00
320.2	Land Rights	0.00	0.00
321	Structures and Improvements	27,285,711.08	2,658,162.87
322	Boiler Plant Equipment	243,225,717.06	21,662,290.99
323	Turbogenerator Units	26,982,364.66	2,370,893.39
324	Accessory Electric Equipment	10,878,214.63	1,458,232.53
325	Miscellaneous Power Plant Equipment	166,754,468.81	48,807,803.51
101	SONGS PLANT CLOSURE GROSS PLANT-	<u>(475,126,476.33)</u>	<u>(76,957,383.29)</u>
	TOTAL NUCLEAR PRODUCTION	<u>(0.09)</u>	<u>0.00</u>
340.1	Land	224,368.91	0.00
340.2	Land Rights	56,032.61	10,749.79
341	Structures and Improvements	22,998,376.59	7,920,554.57
342	Fuel Holders, Producers & Accessories	21,368,232.01	7,222,009.82
343	Prime Movers	94,575,339.90	37,439,185.01
344	Generators	363,096,532.25	143,974,857.00
345	Accessory Electric Equipment	32,510,919.85	13,634,825.82
346	Miscellaneous Power Plant Equipment	<u>28,737,787.92</u>	<u>14,073,088.26</u>
	TOTAL OTHER PRODUCTION	<u>563,567,590.04</u>	<u>224,275,270.27</u>
	TOTAL ELECTRIC PRODUCTION	<u>1,117,653,415.31</u>	<u>452,082,663.47</u>

<u>No.</u>	<u>Account</u>	<u>Original Cost</u>	<u>Reserve for Depreciation and Amortization</u>
350.1	Land	72,885,534.18	0.00
350.2	Land Rights	161,003,639.68	21,843,806.50
352	Structures and Improvements	493,795,041.52	70,379,588.29
353	Station Equipment	1,532,187,648.29	303,172,828.94
354	Towers and Fixtures	895,325,171.21	169,719,035.57
355	Poles and Fixtures	523,088,584.70	103,621,800.13
356	Overhead Conductors and Devices	603,020,523.48	231,204,138.49
357	Underground Conduit	359,887,249.66	59,181,093.59
358	Underground Conductors and Devices	377,369,140.09	58,242,015.97
359	Roads and Trails	315,987,111.57	32,067,795.45
101	SONGS PLANT CLOSURE GROSS PLANT-	0.00	0.00
	TOTAL TRANSMISSION	5,334,549,644.38	1,049,432,102.93
360.1	Land	16,176,227.80	0.00
360.2	Land Rights	86,479,481.17	42,133,980.29
361	Structures and Improvements	4,650,797.97	1,801,462.69
362	Station Equipment	513,755,796.72	182,003,577.12
363	Storage Battery Equipment	118,782,258.39	14,025,173.10
364	Poles, Towers and Fixtures	702,054,263.80	271,602,010.57
365	Overhead Conductors and Devices	664,497,338.22	212,012,383.15
366	Underground Conduit	1,220,991,318.98	481,636,260.78
367	Underground Conductors and Devices	1,521,381,120.58	908,791,483.69
368.1	Line Transformers	615,728,544.51	156,029,397.11
368.2	Protective Devices and Capacitors	35,586,463.68	6,983,094.16
369.1	Services Overhead	157,001,427.50	118,824,004.14
369.2	Services Underground	349,772,158.00	246,864,997.53
370.1	Meters	192,127,177.87	86,929,608.28
370.2	Meter Installations	56,342,857.93	22,734,114.70
371	Installations on Customers' Premises	9,096,091.24	10,329,022.94
373.1	St. Lighting & Signal Sys.-Transformers	0.00	0.00
373.2	Street Lighting & Signal Systems	30,290,377.74	19,198,434.24
	TOTAL DISTRIBUTION PLANT	6,294,713,702.10	2,781,899,004.49
389.1	Land	7,312,142.54	0.00
389.2	Land Rights	0.00	0.00
390	Structures and Improvements	42,751,891.65	24,800,134.11
392.1	Transportation Equipment - Autos	0.00	49,884.21
392.2	Transportation Equipment - Trailers	58,145.67	15,475.12
393	Stores Equipment	2,940.48	2,781.68
394.1	Portable Tools	26,920,293.82	8,847,442.99
394.2	Shop Equipment	278,147.42	198,328.08
395	Laboratory Equipment	5,152,106.01	648,939.97
396	Power Operated Equipment	60,528.93	117,501.67
397	Communication Equipment	281,213,449.55	113,370,644.90
398	Miscellaneous Equipment	7,630,452.47	1,294,011.38
	TOTAL GENERAL PLANT	371,380,098.54	149,345,144.11
101	TOTAL ELECTRIC PLANT	13,292,372,997.30	4,533,719,102.03

<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	<u>86,104.20</u>	<u>86,104.20</u>
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	1,154,420.56
	TOTAL STORAGE PLANT	<u>2,242,164.87</u>	<u>1,154,420.56</u>
365.1	Land	4,649,143.75	0.00
365.2	Land Rights	2,232,291.80	1,418,275.80
366	Structures and Improvements	19,300,808.67	10,323,836.04
367	Mains	232,589,901.62	79,892,076.06
368	Compressor Station Equipment	90,884,464.97	69,778,064.10
369	Measuring and Regulating Equipment	23,394,274.74	16,993,255.73
371	Other Equipment	1,790,612.34	31,126.74
	TOTAL TRANSMISSION PLANT	<u>374,841,497.89</u>	<u>178,436,634.47</u>
374.1	Land	1,083,616.95	0.00
374.2	Land Rights	8,331,838.10	7,028,107.40
375	Structures and Improvements	43,446.91	61,253.10
376	Mains	1,077,139,734.63	381,310,688.56
378	Measuring & Regulating Station Equipment	18,076,116.89	8,344,831.83
380	Distribution Services	279,305,858.30	296,870,962.29
381	Meters and Regulators	158,677,113.71	59,423,629.40
382	Meter and Regulator Installations	103,639,405.40	42,029,010.17
385	Ind. Measuring & Regulating Station Equipm	1,516,810.70	1,223,550.98
386	Other Property On Customers' Premises	0.00	0.00
387	Other Equipment	11,402,088.90	5,202,530.59
	TOTAL DISTRIBUTION PLANT	<u>1,659,216,030.49</u>	<u>801,494,564.32</u>

<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	44,627.10	44,627.23
394.1	Portable Tools	10,310,176.87	3,877,603.58
394.2	Shop Equipment	53,038.12	29,779.24
395	Laboratory Equipment	0.00	(7,344.15)
396	Power Operated Equipment	16,162.40	10,320.96
397	Communication Equipment	2,175,724.02	691,112.64
398	Miscellaneous Equipment	466,038.81	84,466.10
	TOTAL GENERAL PLANT	<u>13,065,767.32</u>	<u>4,756,068.60</u>
101	TOTAL GAS PLANT	<u>2,049,451,564.77</u>	<u>985,927,792.15</u>
COMMON PLANT			
303	Miscellaneous Intangible Plant	430,129,671.50	289,012,973.72
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	857,384.59	27,776.34
390	Structures and Improvements	379,414,111.54	154,139,377.79
391.1	Office Furniture and Equipment - Other	35,076,061.00	13,247,708.82
391.2	Office Furniture and Equipment - Computer E	34,541,735.76	11,781,563.55
392.1	Transportation Equipment - Autos	406,418.22	(264,738.47)
392.2	Transportation Equipment - Trailers	107,976.46	(5,404.50)
393	Stores Equipment	345,381.86	13,382.44
394.1	Portable Tools	1,446,233.62	403,559.59
394.2	Shop Equipment	142,759.33	87,644.08
394.3	Garage Equipment	1,607,265.62	293,547.37
395	Laboratory Equipment	1,925,371.62	883,510.42
396	Power Operated Equipment	0.00	(192,979.10)
397	Communication Equipment	168,721,437.76	66,286,510.31
398	Miscellaneous Equipment	2,230,872.92	355,277.96
118.1	TOTAL COMMON PLANT	<u>1,064,121,596.36</u>	<u>536,069,710.32</u>
	TOTAL ELECTRIC PLANT	13,292,372,997.30	4,533,719,102.03
	TOTAL GAS PLANT	2,049,451,564.77	985,927,792.15
	TOTAL COMMON PLANT	<u>1,064,121,596.36</u>	<u>536,069,710.32</u>
101 & 118.1	TOTAL	<u>16,405,946,158.43</u>	<u>6,055,716,604.50</u>
101	PLANT IN SERV-SONGS FULLY RECOVER	<u>0.00</u>	<u>0.00</u>
101	PLANT IN SERV-ELECTRIC NON-RECON		
	Electric	0.00	0.00
	Gas	0.00	0.00
	Common	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>
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	(1,540,513.52)	(1,540,513.52)
		<u>(1,540,513.52)</u>	<u>(1,540,513.52)</u>
101	Accrual for Retirements		
	Electric	(4,487,613.12)	(4,487,613.12)
	Gas	(119,823.92)	(119,823.92)
		<u>(4,607,437.04)</u>	<u>(4,607,437.04)</u>
	TOTAL PLANT IN SERV-ACCRUAL FOR RE	<u>(4,607,437.04)</u>	<u>(4,607,437.04)</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	16,388,764.14
	Gas	0.00	0.00
		<u>85,194,000.02</u>	<u>16,388,764.14</u>
	TOTAL PLANT LEASED TO OTHERS	<u>85,194,000.02</u>	<u>16,388,764.14</u>
105	Plant Held for Future Use		
	Electric	4,941,794.28	0.00
	Gas	0.00	0.00
		<u>4,941,794.28</u>	<u>0.00</u>
	TOTAL PLANT HELD FOR FUTURE USE	<u>4,941,794.28</u>	<u>0.00</u>
107	Construction Work in Progress		
	Electric	1,057,778,627.52	
	Gas	115,796,735.80	
	Common	162,811,269.30	
		<u>1,336,386,632.62</u>	<u>0.00</u>
	TOTAL CONSTRUCTION WORK IN PROGRESS	<u>1,336,386,632.62</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	1,040,589,155.49
	TOTAL ACCUMULATED NUCLEAR DECOMMISSIONING	0.00	1,040,589,155.49
101.1	ELECTRIC CAPITAL LEASES	1,352,823,281.00	255,026,794.00
118.1	COMMON CAPITAL LEASE	21,664,770.35	20,855,546.16
		1,374,488,051.35	275,882,340.16
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	17,240,858.67	(1,035,943,589.77)
	SONGS Plant Closure - FAS 143 contra	0.00	0.00
	FIN 47 ASSETS - Non-Legal Obligation	84,742,931.67	36,274,061.81
143	FAS 143 ASSETS - Legal Obligation	0.00	(1,544,599,334.35)
	TOTAL FAS 143	101,983,790.34	(2,544,268,862.31)
	UTILITY PLANT TOTAL	19,302,792,476.48	4,838,160,051.42

APPENDIX F

SUMMARY OF EARNINGS

SAN DIEGO GAS & ELECTRIC COMPANY
SUMMARY OF EARNINGS
Nine Months Ended September 30, 2017
(\$ IN MILLIONS)

<u>Line No.</u>	<u>Item</u>	<u>Amount</u>
1	Operating Revenue	\$ 3,387
2	Operating Expenses	<u>3,018</u>
3	Net Operating Income	<u>\$ 369</u>
4	Weighted Average Rate Base	\$ 8,387
5	Rate of Return*	7.79%

*Authorized Cost of Capital

APPENDIX G

SERVICE LIST - NOTICE TO STATE, CITIES AND COUNTIES

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