

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



San Diego Gas & Electric Company
ELC (Corp ID 902)
Status of Advice Letter 3890E
As of December 30, 2021

Subject: Status Updates on the Implementation of the Joint Utilities' Pilot Implementation Programs in Compliance with Decision 19-11-017 Approving Programs Identified in Assembly Bills 1082 and 1083

Division Assigned: Energy

Date Filed: 11-08-2021

Date to Calendar: 11-15-2021

Authorizing Documents: D1911007

Disposition:	Accepted
Effective Date:	11-08-2021

Resolution Required: No

Resolution Number: None

Commission Meeting Date: None

CPUC Contact Information:

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AL Certificate Contact Information:

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ACarrillo@sdge.com

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



To: Energy Company Filing Advice Letter

From: Energy Division PAL Coordinator

Subject: Your Advice Letter Filing

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

The AL status certificate indicates:

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- Disposition of Filing (Accepted, Rejected, Withdrawn, etc.)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

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

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

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



Clay Faber - Director
Regulatory Affairs
8330 Century Park Court
San Diego, CA 92123

cfaber@sdge.com

November 8, 2021

Advice Letter 3890-E

(San Diego Gas & Electric Company U 902 E)

Advice Letter 6398-E

(Pacific Gas and Electric Company ID U 39 E)

Advice Letter 4635-E

(Southern California Edison Company U 338 E)

Advice Letter 181-E

(Liberty Utilities (CalPeco Electric) LLC ID U 933 E)

PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

SUBJECT: Status Updates on the Implementation of the Joint Utilities' Pilot Implementation Programs in Compliance with Decision 19-11-017 Approving Programs Identified in Assembly Bills 1082 and 1083

PURPOSE

Pursuant to Ordering Paragraph ("OP") 30 of Decision ("D.") 19-11-017 issued on November 13, 2019, San Diego Gas & Electric Company ("SDG&E") hereby submits this joint Tier 1 Advice Letter ("AL") on behalf of itself, Pacific Gas and Electric Company ("PG&E"), Southern California Edison Company ("SCE"), and Liberty Utilities ("Liberty") (together, the "Joint Utilities") to provide a status update on implementation of and data available from the pilots authorized in D.19-11-017.

BACKGROUND

Senate Bill ("SB") 350, the Clean Energy and Pollution Reduction Act, established new clean energy, clean air, and greenhouse gas ("GHG") reduction goals for California for 2030 and beyond. Senate Bill 350 requires the California Public Utilities Commission ("CPUC" or "Commission"), in consultation with the California Air Resources Board ("CARB") and the California Energy Commission ("CEC"), to direct the utilities under their regulatory oversight to undertake transportation electrification activities consistent with Public Utilities Code Sections 237.5 and 740.12.

On November 7, 2019, the Commission adopted D.19-11-017 approving the transportation electrification pilots for state parks and beaches, school facilities, and educational institutions pursuant to Assembly Bills ("AB") 1082 and AB 1083. The approved pilots provide charging infrastructure at city and county parks, tribal or state parks and beaches, school facilities, and

educational institutions to ensure that California meets its clean air and greenhouse gas reduction goals for 2030 and beyond.

DISCUSSION

Consistent with OP 30 of D.19-11-017, the Joint Utilities provide the following status updates on the implementation of and available data from their respective authorized AB 1082 and AB 1083 programs.

(1) SDG&E AB 1082 and AB 1083 Status Update on Implementation

Marketing Education & Outreach

In the second quarter of 2020, SDG&E began outreach efforts for the AB 1082 and AB 1083 programs, introducing them to eligible local municipalities and school districts and reengaging with State Parks. SDG&E launched a targeted e-mail broadcast campaign (or “e-blast”) for AB 1082 to best capture potential sites. SDG&E participated in virtual events such as the on-going San Diego region K-12 school collaborative meetings to showcase the AB 1082 program and for the AB 1083, SDG&E contacted eligible municipalities. Additionally, SDG&E launched a Tribal e-blast campaign for the AB 1082 and AB 1083 programs. To date, only one Tribe has expressed interest. That Tribe remains in interest phase as SDG&E is pending receipt of Tribal site plans.

The AB 1083 program did not require extensive public outreach efforts. Instead, eligible municipalities were identified via program requirements and existing relationships from previous EV programs.

Below is a list of resources SDG&E developed and leveraged to promote both programs:

- Created an internal interactive disadvantaged community (“DAC”) tool
- Maximized company partnerships with qualifying participants
- Launched a program website¹
- Developed easy to read program requirements
- Maintained a program participation interest list
- Provided PowerPoint presentations for governing Board Members

SDG&E has also worked closely with the other California investor-owned utilities to share best marketing practices for programs. As part of its marketing efforts, SDG&E’s AB 1082 and AB 1083 programs, approved in D.19-11-017, are now referred to as Power Your Drive *for* Schools and Power Your Drive *for* Parks to allow for cohesion between SDG&E EV programs and better communication with SDG&E customers. The program name has been communicated to stakeholders and was announced at SDG&E’s Program Advisory Council (“PAC”) meeting in October 2020.

¹ “Power Your Drive for Schools, Parks and Beaches EV Charging Infrastructure Program”
<https://www.sdge.com/residential/electric-vehicles/power-your-drive/power-your-drive-for-schools-parks-and-beaches>.

Operational Metrics

SDG&E launched the AB 1082 program in October 2021. The first AB 1082 construction site started construction October 25, 2021.

To date, nine school sites have been contracted to participate in the program. These nine secured sites represent three community colleges, four high-schools, one elementary school, and one educational facility for a combined port count of 78. Seven additional schools are reviewing program customer packages. SDG&E defines a program customer package as the program participation agreement, easement, and 30 percent design. All school sites require their respective Board approvals after program customer packages are released to them with an estimated return time of two to three months. To date, a total of 29 school sites have received award notifications. Three school districts opted out of the program during the contract negotiation process. These schools stated safety concerns and conflicts with possible future property sales as their primary reasons for declining to participate. SDG&E continues additional AB 1082 site assessments to fill in the current vacancies and possible future vacancies.

In April 2021, SDG&E filed a Tier 2 AL to expand the disadvantaged community (“DAC”) definition to the service territory definition and the CPUC approved the request in May 2021.² 14 of the 29 (48 percent) awarded school sites are within a DAC with SDG&E’s target being 40 percent.

SDG&E launched the AB 1083 program on April 8, 2021. As of August 5, 2021, SDG&E has completed all site assessments for the program. Nine of the 10 City/County parks have been contracted. The remaining park is in contract negotiations. The combined 10 park sites will provide 62 public Level 2 (L2) charging ports and 10 public Direct Current Fast Chargers (DCFC) charging ports.

Thus far, SDG&E has constructed three City/County parks which are fully operational as of October 2021. These sites account for 14 public L2 ports and two public DCFC ports.

D.19-11-017 allowed SDG&E to use both the statewide and service territory applications of the California Environmental Protection Agency’s CalEnviroScreen 3.0 tool to identify the top quartile of communities DACs. All 10 City/County parks are within a DAC.

SDG&E state park coordination is active. SDG&E presented 30 percent designs, easement and participation agreement of the 12 state parks to the California State Parks & Recreation Agency. The State Parks & Recreation Agency has indicated that it will provide feedback within the next month. The combined 12 state parks are forecasted to provide 89 public L2 charging ports and nine public DCFC ports.

Barriers to Participation

Based on feedback provided by customers, the following reasons have continued to be the primary barriers to participation and delays throughout the Program:

- Shifting priorities due to the COVID-19 pandemic.

² SDG&E AL 3748-E (April 23, 2021). Approved by the Commission on May 24, 2021.

- Future sale of property.
- Staff changes at the local State Parks & Recreation Agency. Previous local staff contacts were in agreement with program requirements.
- Schools expressing campus safety concerns.
- Due to funding constraints K-12 schools not showing interest in Site-Host ownership.

(2) PG&E AB 1082 & AB 1083 Status Update on Implementation

Marketing Education & Outreach

In October 2020, PG&E began designing, implementing, and conducting outreach efforts for its Electric Vehicle (“EV”) Charge Schools, AB 1082, and EV Charge Parks, AB 1083, programs. In support of these efforts, PG&E created a portfolio of marketing and education documents to inform stakeholders and interested parties about the programs. The marketing portfolio consists of:

- Program specific webpages on PG&E’s external facing EV website;³
- Program specific PowerPoint presentations that allow for an effective way to communicate about the programs in multiple settings;
- A dedicated email address: EVSchoolsandParks@pge.com; and
- A one-page “fact sheet” for each program that showcases critical program information such as benefits and offerings, scope, budget, and explains how these program offerings support California’s larger EV clean energy transportation goals.

PG&E began building outreach momentum for the programs at its first PAC meeting in October 2020. In subsequent PAC meetings, PG&E continued to socialize the programs with its PAC and encouraged stakeholders to email the PG&E team for additional program information and application links.

For the EV Charge Schools program, PG&E formally began engaging with schools in its territory in Q1 2021 through meetings and program informational sessions. PG&E also engaged its electric vehicles service providers (“EVSP”) early in the application solicitation process. In March 2021, PG&E participated in an EVSP sponsored webinar “Everything You Need to Know About Adding EV Charging Infrastructure to Your Education Facility.” In June 2021, PG&E sent a tailored marketing email to over 1,000 schools in its territory in support of its EV Charge Schools program. In September 2021, PG&E presented to a small multi-stakeholder energy and sustainability group in San Mateo County.

For EV Charge Parks, PG&E has been in communication with State Parks leadership, non-profits, and EVSPs to discuss the program and has shared its marketing material respectively.

In addition to these outreach efforts, PG&E actively socializes its programs across internal departments and seeks out cross-functional program collaboration. PG&E routinely engages and shares program information across its other electric vehicle programs and actively looks for program synergies with its customers, as well. Lastly, PG&E regularly engages with the other

³ EV Charge Schools Program and EV Charge Parks Program, available at https://www.pge.com/en_US/small-medium-business/energy-alternatives/clean-vehicles/ev-charge-network/electric-vehicle-charging/electric-vehicle-programs-and-resources.page.

Investor-Owned Utilities (IOUs) to share best practices, lessons learned, as well as marketing, education, and outreach materials.

Operational Metrics

PG&E formally kicked off both its EV Charge Schools and EV Charge Parks programs in January 2021 and began accepting applications in March 2021.

For the EV Charge Schools program, from program inception to November 1, 2021, PG&E has received 51 applications representing a total port count of 306 ports. Of these 51 applications, 37 are from non-disadvantaged communities (“Non-DAC”) and 14 applications are from DAC as defined by CalEnviroScreen 3.0. Of the 51 applications, PG&E has moved 11 sites forward.

- Three of the 11 sites are in the preliminary viable stage which means they are undergoing a phone screen, the customer is reviewing the easement and contracting documents, and a site walk is being scheduled.
- Eight sites have been granted a customer package which consists of a contract, easement, and 30 percent design.
- Of these eight sites, two sites are in the contract issuance stage and PG&E is waiting for executed contracts to be returned, one site would not commit to an easement and PG&E had to rescind the contract, and five sites have returned executed contracts and are in the final design stage, *i.e.*, the last stage before construction starts.

PG&E intends to break ground on its first EV Charge Schools site in late Q1 2022 or early Q2 2022. To date, PG&E has not received any applications from Tribal Communities. Additionally, PG&E is seeing interest in both the customer ownership option model and PG&E ownership option model. Lastly, PG&E is in the process of contracting with a curriculum vendor to design and deploy EV curriculum at the schools participating in PG&E’s EV Charge Schools Program and PG&E intends to make the curriculum available to schools across the entire PG&E territory.

For EV Charge Parks, the State Parks currently have PG&E’s contract and easement document under review. In September 2021, PG&E concluded its internal analysis and identified approximately 34 State Parks that could potentially participate in the program. PG&E intends to resume conversations with the State Parks in late-2021 or early-2022. From program inception to November 1, 2021, PG&E has not received any applications for the EV Charge Parks program and is therefore unable to provide additional operational metrics at this time.

Barriers to Participation

PG&E continues to see strong interest in its EV Charge Schools Program. However, PG&E faces barriers in converting this interest into applications and contracts. The primary participation barriers for EV Charge Schools include:

- Cost drivers due to program cost thresholds:
 - Americans with Disabilities Act of 1990 (“ADA”) upgrades are costly and can range up to 25 percent or more of total site costs;
 - Lack of funding for transformer upgrades; and
 - Trench lengths from transformer to last EV charging stall must not exceed specified trench lengths.

- One School would not sign an easement, therefore PG&E had to rescind the contract.

PG&E is in communication with the State Parks however, uptake has been slow due to staffing changes at the State Parks and shifting priorities due to COVID-19.

(3) SCE AB 1082 & AB 1083 Status Update on Implementation

Marketing Education & Outreach

SCE's AB 1082 and AB 1083 Pilots, approved in D.19-11-017, are now referred to as the Charge Ready Schools (AB 1082) and Charge Ready Parks (AB 1083) Pilots. SCE rebranded the Pilots to allow for cohesion between SCE's other transportation electrification programs and better communication with SCE customers. The program name was communicated to stakeholders at SCE's Program Advisory Council ("PAC") meeting in December 2019.

In the fourth quarter of 2020, SCE began outreach efforts for its Charge Ready Schools Pilot, partnering with EcoRise⁴ to engage participating school and district administrators to gauge interest in marketing outreach activities and the EV Lessons for Schools curriculum. Outreach efforts included email campaigns and informational virtual meetings to engage with key stakeholders and obtain participation commitments. Twelve (12) school districts and thirteen (13) schools have enrolled in the EV Lessons for Schools curriculum.

Educators enrolling in the curriculum will receive access to grade level specific lessons in English and Spanish that introduce students to the many advantages of EVs and help them understand why it is helpful to think about our transportation habits and their environmental impacts. The curriculum includes presentations, videos, activities, assessments, portfolio assignments, technology integration, student worksheets, and community extensions. Additionally, educators will have access to over 150 standards-aligned lessons in English and Spanish on the foundational topics of energy, transportation, and sustainability. SCE has developed the following resources to encourage interest in the EV Lessons for Schools curriculum and Charge Ready Schools Pilot:

- EV Lessons for Schools Curriculum One-Page Marketing Flyer
- EV Lessons for Schools Curriculum Content Overview Brochure
- EV Lessons for Schools Curriculum Teacher Workshops
- Charge Ready Schools Pilot Launch Kit Promotional Materials, including banners, posters, program fact sheet, and email template for schools participating in Charge Ready Schools Pilot
- Charge Ready Schools Pilot Fact Sheet
- Updated Charge Ready Demand Response Pilot Fact Sheet for Charge Ready Schools pilot customers

SCE's Charge Ready Parks Pilot does not currently require extensive public outreach efforts. Marketing, education, and outreach efforts will continue in alignment with the progress on

⁴ EcoRise, is a non-profit curriculum developer contracted by SCE to offer the EV Lessons for Schools. EcoRise provides access to award-winning curriculum and professional development focused on electric vehicles, transportation, energy, and sustainability.

Charge Ready Parks Pilot. Marketing, education, and outreach will be designed for and delivered to a targeted population of state park users, advocates, employees, or those who engage in outdoor activities like group outings, hiking, biking, camping, and boating.

SCE is working closely with the Joint Utilities to share best marketing practices for programs.

Operational Metrics

SCE launched the Charge Ready Schools Pilot on November 2, 2020. As of October 15, 2021, the Charge Ready Schools has twenty-four (24) committed sites, which reflect signed Program Customer Participation Agreements. The committed sites represent twenty-two (22) high schools, and two (2) district office facilities with a combined port count of one hundred and eighty (180). Three (3) additional schools and two (2) tribal sites are reviewing program customer packages and awaiting analysis on updates to the site. SCE defines a program customer package as the conceptual design and program participation agreement. Twelve (12) schools opted out of the program during the contract negotiation process. Several factors caused schools to withdraw from the program, for reasons including concerns related to program agreement and easement language and staff turnover. SCE continues reviewing additional AB 1082 sites on a waitlist to fill in the current vacancies and possible future vacancies.

As of October 15, 2021, 48 percent (14 of 29) of awarded school sites are within a disadvantaged community (DAC), surpassing SCE's 40 percent target for DACs.

The first construction site in the Charge Ready Schools Pilot broke ground in October 2021.

SCE launched the Charge Ready Parks Pilot in February 2021. As of October 15, 2021, eleven (11) site assessments for the State Parks have been completed. Two (2) of those are currently going through revised site assessments and one (1) was determined to not be feasible after analyzing feedback on charger locations from the Department of State Parks and Recreation. There are an additional six (6) sites identified where SCE is planning to perform site assessments.

SCE is collaborating with the State Parks and Recreation Agency and has provided easement templates and the participation agreement for review and approval. SCE is expecting a response from the State Parks & Recreation Agency on these documents before the end of 2021.

Also, two (2) tribal sites were evaluated in December 2020. One of the tribal sites elected to not move forward due to concerns over visual impact of the portable device proposal. The other tribal site is under review.

SCE expects to meet its goal of one hundred and twenty (120) public L2 charging ports and ten (10) public DCFC ports through its combined sixteen (16) state parks and beaches and one (1) tribal site.

SCE uses the California Environmental Protection Agency's CalEnviroScreen 3.0 tool to identify the top quartile of communities DACs. Six (6) of the seventeen (17) proposed state park sites are within a DAC or DAC adjacent territory.

Barriers to Participation

Customers participating in the Charge Ready Schools and Charge Ready Parks Pilots continue to indicate to staff that the following items are barriers to participation and delays:

- Shifting priorities due to the COVID-19 Pandemic.
- Multiple layers of approval and numerous approving authorities for K-12 schools and the State Parks and Recreation Agency.
- Schools expressing concerns with language within the program participation agreement and easement.
- Staff turnover caused reintroduction of requirements, changes to project scope, and varied interest in program.
- School Districts not showing interest in Site-Host ownership due to complexity of EVSE acquisition and timeline.

(4) Liberty AB 1082 & AB 1083 Status Update on Implementation

Marketing Education & Outreach

Liberty's efforts to reach eligible participants began with the drafting of the original application when target participants were first identified. Because every school district, and the only state park district in our region, were all pre-selected for participation, Liberty did not propose that traditional marketing would be required to meet program goals. Rather, Liberty focused on, and continues to maintain, close contact and coordination with representatives of the participating entities to help educate each about the program opportunity and to understand issues and concerns specific to each host and site. Outreach activities have included:

- Site walks with site representatives to understand specific goals and requirements for each site
- Meetings with other stakeholders, including directors of facilities and other user groups

Funding for direct outreach efforts is authorized in D. 19-11-017 and is intended to provide information about the new EV charging completed through these programs. This outreach, will commence when completed pilot projects are commissioned and available for use. At that time, Liberty will utilize multiple outreach channels, including digital and print media, in-person outreach, and educational events.

Operational Metrics

Liberty identified 17 school facilities in its original program application, for a targeted program total of 56 Level 2 charging ports and 2 DCFCs. Additionally, Liberty named three state parks, all in the Lake Tahoe basin, where Liberty planned installation of five Level 2 charging ports. Direct coordination with the proposed participants began with the final Commission decision in late 2019 and included technical studies and initial work on participation agreements. In early 2020, however, the Liberty employee leading implementation of these pilot programs left the company and the position remained vacant until October 2020, largely due to the challenges of hiring and training while operating under COVID health and safety protocols. Since that time, Liberty has re-doubled efforts to implement the program goals with active coordination with all school district administrations and the region's state parks administration.

Four school districts have accepted the program participation terms, and preliminary designs for these sites are currently being drafted. School bus charging is planned for three of these locations, while the fourth has already installed bus charging under separate, non-utility funding. While no school district has formally declined the offer of participation, leadership for two districts have opted not to further explore the opportunity. In the first case, the school is exploring the option to own and operate its own charging equipment, while in the second case, the school neither plans to acquire electric school buses, nor sees a current need for light duty charging on its campuses. Liberty is working toward the goal of signed participation agreements for all four opportunities by the end of 2022. No projects have been permitted or completed.

Liberty has confirmed with the region's state park administration that the originally identified charging locations remain their preferred sites and Liberty has initiated technical studies at two of the locations. Preliminary designs will be completed when the parks administration agrees to the designs proposed and accepts the terms of the participation agreement.

Barriers to Participation

Liberty has identified several factors that have constrained participation by eligible customers. These issues have surfaced largely through direct feedback from the schools and parks representatives in the course of discussions and project coordination.

- Staffing challenges - The typically smaller sized administrations, in both the school districts and local state parks offices, make it difficult for these entities to prioritize the evaluation of the program opportunity and to follow up with requirements to move toward development.
- Site constraints - Some charging locations preferred by the schools and parks are inappropriate and not feasible for charging. For example, some preferred sites are far from utility infrastructure and/or may not meet ADA requirements. Likewise, some charging locations preferred by Liberty may not meet the site hosts' needs for site management, including snow removal, or the location may conflict with future planned development.
- Lack of demand - Some schools do not anticipate that the utilization of the chargers would be enough to justify the effort, both of constructing the project and managing the parking in the longer term.
- Equipment responsibility - Some schools have expressed concerns about responsibility and liability for the utility owned charging equipment.
- Concerns about access management. While some districts are willing to offer full public access to charging on their site(s), others have concerns about managing access (i.e. for users who are not staff, faculty, students or guests of the school), especially where parking lots are not fenced or otherwise are largely accessible to the general public.

Liberty has worked to help address these barriers, especially where communication and education can help address participants' concerns about hosting charging locations.

Evaluation

As D.18-01-024, D.18-05-040, and D.18-09-034 directed, SDG&E, PG&E, SCE, and Liberty issued a joint Request for Proposal ("RFP") and selected Cadmus as the third-party evaluator to collect data and report annually on the Standard Review Programs ("SRPs"), including AB 1082 and AB 1083. The Joint Utilities have selected Cadmus as the third-party evaluator and are

currently in the process of finalizing review of the draft Evaluation Plan and Data Collection Plan that focuses on meeting the specific AB 1082 and AB 1083 evaluation investigation goals outlined in D.19-11-017.⁵ The draft plans were submitted September 16, 2021, and the final plans are anticipated to be submitted by the end of Q4 2021.

The Joint Utilities' third-party Evaluation Report will be submitted on June 30, 2022.

The Joint Utilities will also submit their Annual Evaluations following the SB 350 reporting guidelines on June 30, 2022.

EFFECTIVE DATE

SDG&E believes this submittal is subject to Energy Division disposition and should be classified as Tier 1 (effective pending disposition) pursuant to OP 30 of D.19-11-017 and GO 96-B. SDG&E respectfully requests that this submittal be effective on the date submitted, November 8, 2021.

PROTEST

Anyone may protest this Advice Letter to the California Public Utilities Commission. The protest must state the grounds upon which it is based, including such items as financial and service impact, and should be submitted expeditiously. The protest must be made in writing and must be received no later than November 29, 2021, which is 21 days after the date this Advice Letter was submitted with the Commission. There is no restriction on who may submit a protest. The address for mailing or delivering a protest to the Commission is:

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

Copies of the protest should also be sent via e-mail to the attention of the Energy Division at EDTariffUnit@cpuc.ca.gov. A copy of the protest should also be sent via e-mail to the addresses shown below on the same date it is mailed or delivered to the Commission:

For SDG&E: Attn: Greg Anderson
Regulatory Tariff Manager
8330 Century Park Court, CP31F
San Diego, CA 92123-1548
E-Mail: GAnderson@sdge.com and SDGETariffs@sdge.com

For PG&E: Sidney Bob Dietz II
Director, Regulatory Relations
c/o Megan Lawson
Pacific Gas and Electric Company
77 Beale Street, Mail Code B13U
P.O. Box 770000

⁵ *Id.* at 67.

San Francisco, California 94177
Facsimile: (415) 973-3582
E-mail: PGETariffs@pge.com

For SCE:

Shinjini C. Menon
Managing Director, State Regulatory Operations
Southern California Edison Company
8631 Rush Street
Rosemead, California 91770
Telephone: (626) 302-3377
Facsimile: (626) 302-6396
E-mail: AdviceTariffManager@sce.com

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

For Liberty:

Dan Marsh
Senior Manager, Rates and Regulatory Affairs
Liberty Utilities
E-mail: Dan.Marsh@libertyutilities.com

AUTHORIZATION

This Advice Letter is submitted by SDG&E on behalf of, and with the authorization from Liberty Utilities, SCE, and PG&E.

NOTICE

A copy of this submittal has been served on the utilities and interested parties shown on the attached list, including interested parties in A.18-07-023, by providing them a copy hereof either electronically or via the U.S. mail, properly stamped and addressed.

Address changes should be directed to SDG&E Tariffs by email to SDG&ETariffs@sdge.com.

/s/ Clay Faber

CLAY FABER
Director – Regulatory Affairs



ADVICE LETTER SUMMARY

ENERGY UTILITY



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

Company name/CPUC Utility No.: San Diego Gas & Electric Company (U902-E)

Utility type:

- ELC GAS WATER
 PLC HEAT

Contact Person: Aurora Carrillo

Phone #: (858) 654-1542

E-mail: ACarrillo@sdge.com

E-mail Disposition Notice to: ACarrillo@sdge.com

EXPLANATION OF UTILITY TYPE

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

(Date Submitted / Received Stamp by CPUC)

Advice Letter (AL) #: 3890-E

Tier Designation: 1

Subject of AL: Status Updates on the Implementation of the Joint Utilities ' Pilot Implementation Programs in Compliance with Decision 19-11-017 Approving Programs Identified in Assembly Bills 1082 and 1083

Keywords (choose from CPUC listing): Transportation Electrification

AL Type: Monthly Quarterly Annual One-Time Other:

If AL submitted in compliance with a Commission order, indicate relevant Decision/Resolution #: D.19-11-007

Does AL replace a withdrawn or rejected AL? If so, identify the prior AL: N/A

Summarize differences between the AL and the prior withdrawn or rejected AL: N/A

Confidential treatment requested? Yes No

If yes, specification of confidential information:

Confidential information will be made available to appropriate parties who execute a nondisclosure agreement. Name and contact information to request nondisclosure agreement/ access to confidential information:

Resolution required? Yes No

Requested effective date: 11/8/21

No. of tariff sheets: N/A

Estimated system annual revenue effect (%): N/A

Estimated system average rate effect (%): N/A

When rates are affected by AL, include attachment in AL showing average rate effects on customer classes (residential, small commercial, large C/I, agricultural, lighting).

Tariff schedules affected: N/A

Service affected and changes proposed¹:

Pending advice letters that revise the same tariff sheets:

¹Discuss in AL if more space is needed.

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

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

Name: Greg Anderson
Title: Regulatory Tariff Manager
Utility Name: San Diego Gas & Electric Company
Address: 8330 Century Park Court; CP 31D 92123
City: San Diego State: California
Telephone (xxx) xxx-xxxx: (858) 654-1717
Facsimile (xxx) xxx-xxxx:
Email: GAnderson@sdge.com

Name: SDG&E Tariff Department
Title:
Utility Name: San Diego Gas & Electric Company
Address: 8330 Century Park Court; CP 31D 92123
City: San Diego State: California
Telephone (xxx) xxx-xxxx:
Facsimile (xxx) xxx-xxxx:
Email: SDGETariffs@sdge.com

General Order No. 96-B
ADVICE LETTER SUBMITTAL MAILING LIST

cc: (w/enclosures)

Public Utilities Commission
CA. Public Advocates (CalPA)

R. Pocta

F. Oh

Energy Division

M. Ghadessi

M. Salinas

L. Tan

R. Ciupagea

K. Navis

Tariff Unit

CA Energy Commission

B. Penning

B. Helft

Advantage Energy

C. Farrell

Alcantar & Kahl LLP

M. Cade

K. Harteloo

AT&T

Regulatory

Barkovich & Yap, Inc.

B. Barkovich

Biofuels Energy, LLC

K. Frisbie

Braun & Blaising, P.C.

S. Blaising

D. Griffiths

Buchalter

K. Cameron

M. Alcantar

CA Dept. of General Services

H. Nanjo

California Energy Markets

General

California Farm Bureau Federation

K. Mills

California Wind Energy

N. Rader

Cameron-Daniel, P.C.

General

City of Poway

Poway City Hall

City of San Diego

L. Azar

J. Cha

D. Heard

F. Ortlieb

H. Werner

M. Rahman

Clean Energy Renewable Fuels, LLC

P. DeVille

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