

**SAN DIEGO GAS AND ELECTRIC COMPANY  
SOUTHERN CALIFORNIA GAS COMPANY  
2013 TRIENNIAL COST ALLOCATION PROCEEDING (A.11-11-002)  
(11th DATA REQUEST FROM CLEAN ENERGY FUELS CORPORATION)**

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**QUESTION 1:**

In Question #5 of Data Request #9, Clean Energy asked: "Is it accurate to say that the net book value of a used and useful capital investment by SoCalGas and SDG&E is also the amount that is included in the utilities' ratebase for that investment?" The SEUs' response was: "No. As discussed in our response to Question 1 above, net book value and utility rate base are two different things. Net book value measures the remaining cost to be recovered, through depreciation expense, for a particular asset, whereas ratebase is the amount of the utilities' investment that realizes a fair and reasonable rate of return established by the California Public Utilities Commission."

- 1.1 Are the SEUs saying that the net book value of the utilities' investment in their public access refueling infrastructure is not included in the respective utilities' ratebase?
- 1.2 If not, in calculating the TCAP proposed compression rate adders for SoCalGas and SDG&E, why do the utilities show (in Section 2, page 1 of 3 of Jason Bonnett's workpapers supporting his 9/18/12 updated testimony) a \$/therm compression rate adder component to recover the rate of return on "NGV Station Ratebase?"

**RESPONSE 1:**

- 1.1 No. The net book value of the utilities investment is included in the utilities ratebase but is not the only item included in ratebase
- 1.2 The rate of return is based on ratebase which is derived using net book value; rate of return is not based solely on net book value itself.

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**QUESTION 2:**

In response to Question 2.1 of Clean Energy Data Request #9, the SEUs stated, “No, the capital related revenue requirement is based on actual costs for all stations serving the public.”

2.1 How many NGV refueling stations does SoCalGas own which currently provide public access refueling services?

2.2 Is the information regarding NGV stations owned and operated by SoCalGas in response to Question 11 of Clean Energy’s Data Request #3 still accurate?

2.3 If not, how many NGV refueling stations does SoCalGas own and operate which currently provide public access refueling services?

2.4 Please identify the location of each public access station that SoCalGas currently owns, but does not operate.

2.5 What was the original capital investment in any NGV refueling station or stations that SoCalGas currently owns but does not operate? Please provide this information in a format which also identifies the location of any such station or stations.

2.6 What is the current net book value of any NGV refueling station or stations that SoCalGas currently owns but does not operate? Please provide this information in a format which also identifies the location of any such station or stations.

2.7 How many fleet-only NGV refueling stations does SoCalGas currently own and operate?

2.8 Please identify the location of each of the SoCalGas fleet-only refueling stations.

2.9 For any fleet-only station not identified in its response to Questions #2.4 and #2.5 of Clean Energy’s Data Request #9, when were each of the fleet-only refueling stations first placed into service? Please provide this information in a format which also identifies the corresponding location of each of these stations.

2.10 For any fleet-only station not identified in its response to Questions #2.4 and #2.5 of Clean Energy’s Data Request #9, what was the original capital investment in each of any such SoCalGas fleet-only refueling stations? Please provide this information in a format which also identifies the corresponding location of each of any such stations.

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2.11 For any fleet-only station not identified in its response to Questions #2.4 and #2.5 of Clean Energy’s Data Request #9, what is the current net book value for each of any such SoCalGas fleet-only refueling stations? Please provide this information in a format which also identifies the corresponding location of each of these stations.

2.12 Did SoCalGas include in calculating its proposed compression rate adder the payments made by SoCalGas in 2010 to the operator or operators of any SoCalGas public access station or stations owned by SoCalGas but operated by third parties?

2.13 What was the amount of any such payments made by SoCalGas in 2010?

**RESPONSE 2:**

2.1 Pursuant to the response to Question 11 of Clean Energy’s third data request, SoCalGas has 10 public access stations.

2.2 Yes.

2.3 N/A.

2.4 There are no CNG stations that SoCalGas currently owns but does not operate.

2.5 N/A

2.6 N/A

2.7 SoCalGas owns and operates eight fleet-only NGV refueling stations.

2.8

Station	Address
Chino	13521 12 <sup>th</sup> Street, Chino
Chatsworth	9400 Parksdale, Chatsworth
Crenshaw	3124 W 36 <sup>th</sup> Street, Los Angeles
Hawthorne	3440 El Segundo, Hawthorne
Huntington	6301 Regent Street, Huntington Park
Palm Desert	75095 Mayfield, Palm Desert
Redondo Beach	2929 182 <sup>nd</sup> Street, Redondo Beach

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San Bernardino	159 S "G" Street, San Bernardino
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2.9

Station	Address	In-service Date
Chatsworth	9400 Parksdale, Chatsworth	1996

2.10

Station	Address	Original Cap. Invest.
Chatsworth	9400 Parksdale, Chatsworth	\$0

There was no capital investment for this station

2.11

Station	Address	Net Book Value
Chatsworth	9400 Parksdale, Chatsworth	\$0

2.12 See response to Question 2.4

2.13 N/A