

**ORA DATA REQUEST**  
**ORA-SDG&E-DR-01**  
**SDG&E SB 350 TRANSPORTATION ELECTRIFICATION PROPOSALS (A.17-01-020)**  
**SDG&E RESPONSE**  
**DATE RECEIVED: March 22, 2017**  
**DATE RESPONDED: April 7, 2017**

**INSTRUCTIONS**

You are instructed to answer the following Data Requests in the above-captioned proceeding, with written, verified responses per Public Utilities Code §§ 309.5 and 314, and Rules 1.1 and 10.1 of the California Public Utilities Commission's Rules of Practice and Procedure. Restate the text of each request prior to providing the response. For any questions, email the ORA contact(s) above with a copy to the ORA attorney.

Each Data Request is continuing in nature. Provide your response as it becomes available, but no later than the due date noted above. If you are unable to provide a response by this date, notify ORA as soon as possible, with a written explanation as to why the response date cannot be met and a best estimate of when the information can be provided. If you acquire additional information after providing an answer to any request, you must supplement your response following the receipt of such additional information.

Identify the person providing the answer to each data request and his/her contact information. Responses should be provided both in the original electronic format, if available, and in hard copy. (If available in Word format, send the Word document and do not send the information as a PDF file.) All electronic documents submitted in response to this data request should be in readable, downloadable, printable, and searchable formats, unless use of such formats is infeasible. Each page should be numbered. If any of your answers refer to or reflect calculations, provide a copy of the supporting electronic files that were used to derive such calculations, such as Excel-compatible spreadsheets or computer programs, with data and formulas intact and functioning. Documents produced in response to the data requests should be Bates-numbered, and indexed if voluminous. Responses to data requests that refer to or incorporate documents should identify the particular documents referenced by Bates-numbers or Bates-range. If a request, definition, or an instruction, is unclear, notify ORA as soon as possible. In any event, answer the request to the fullest extent possible, specifying the reason for your inability to answer the remaining portion of the Data Request.

SDG&E General Objections:

Regarding the request for contact information, contact with SDG&E should be coordinated through SDG&E's case manager for this proceeding: Jennifer Wright ([JWright@semprautilities.com/858-654-1891](mailto:JWright@semprautilities.com/858-654-1891)).

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**DATA REQUEST**

Item 1: Provide all workpapers relating to the SDG&E's Transportation Electrification (TE) Application.

**SDG&E Response (Provided by Randy Schimka and Cynthia Fang):**

See attached "ORA DR-01 Workpapers" folder for non-confidential workpapers relating to SDG&E's TE Application.

Pursuant to CPUC Decision D.06-06-066, the attached "ORA\_SDGE\_DR\_01 - Q1 (Confidential)" contains confidential information and is protected from disclosure.

Item 2: In SDG&E's testimony, Ch. 4 RS-9, SDG&E cites a study and notes that 60% of zero emission vehicle drivers claimed that a subsidy on level 2 electric vehicle service equipment (L2 EVSE) made a significant influence on their own decision to acquire an L2 EVSE. Is SDG&E aware of any study that claims that a subsidy on L2 EVSE influences private residents to acquire an electric vehicle? If not, what is SDG&E's basis for claiming that the "Residential Charging Program" will accelerate electric vehicle (EV) adoption as required by Public Utilities Code § 740.12(b)?

**SDG&E Response (Provided by Randy Schimka):**

At this time, SDG&E is not aware of any study that specifically addresses this. The motivation behind a driver choosing an EV is personal, and each driver considers different factors when making a decision. SDG&E believes that providing the proper EV charging infrastructure will build consumer confidence and increase the chances of a driver going electric.

Item 3: In SDG&E's testimony, Ch.4 RS-4, SDG&E notes that 89% of its customers are residential. Is this figure a representation of the number of residential customers in SDG&E's service territory over the total number of customers in SDG&E's service territory? If so, what percent of SDG&E's electric load do residential customers make up?

**SDG&E Response (Provided by Randy Schimka):**

Yes, SDG&E's share of residential electric customers is 89% of the total number of electric customers. For the month of February 2017, SDG&E's residential customers consumed 46% of the total number of kWh that were consumed system-wide in that month.

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Customers (as of March 1, 2017)

- Residential: 1,276,934
- Commercial: 151,217
- Industrial: 448
- Total: 1,428,599

Consumption in kWh: (for month of February, 2017)

- Residential: 544,301,409
- Commercial: 483,756,169
- Industrial: 153,804,640
- Total: 1,181,862,218

Item 4: Has SDG&E conducted a market study analyzing the potential negative market impact of owning a sufficient number of EVSE's to support 90,000 EVs out of a projected goal of 150,000 EV's in SDG&E's service territory, per Ch. 4 RS-7? If not, how does SDG&E's proposal meet the requirement of Pub. Util. Code § 740.12(a)(1) to not adversely impacting private sector competition?

**SDG&E Response (Provided by Randy Schimka):**

A formal market study has not been completed. However, Linda Brown's testimony in Chapter 2 on page LB-20 and LB-21 addresses how the residential charging program meets the requirement of Pub. Util. Code § 740.12(a)(1). The private sector competition issue is discussed in Ms. Brown's Chapter 2 testimony on pages LB-22 and LB-23.

Item 5: Has SDG&E conducted or know of any studies that indicate that increased battery sizes in EVs correlate to increased daily miles driven compared to the average daily miles driven by cars with internal combustion engines? If not, how does SDG&E justify a need of L2 EVSE for increased miles driven per day?

**SDG&E Response (Provided by Randy Schimka):**

SDG&E has not conducted such studies. One of the main reasons SDG&E is proposing L2 EVSE in the Residential Charging program is to shift drivers from using long hours of L1 charging (that will probably be drawing power during the power system peak period in the 6-9pm timeframe) over to an after midnight charging scenario that lasts a shorter amount of time. This allows drivers to charge during a more grid-friendly time (and not adding to the power system peak load), and also allows drivers to take advantage of lower rates for charging their EVs.

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Item 6: Is SDG&E aware of the number of single-family residences that already have EVs and already have a residential charger installed? If not, how did SDG&E determine the accuracy of its 90,000 L2 EVSE forecast?

**SDG&E Response (Provided by Randy Schimka):**

SDG&E knows the number of EV drivers on a residential EV rate (8,982 as of March 1), and SDG&E has an estimate for the total number of EVs in the service territory (23,650 as of March 1), but SDG&E is not aware of the number of single family residences that have EVs and a residential charging station installed.

As described in Mr. Schimka's Chapter 4 Residential Charging Program testimony on pages RS-6 through RS-7, SDG&E used the difference between the projected 2020 ZEV population (29,691) and the 150,000 ZEVs needed in SDG&E's service territory to meet the Governor's goals (out of 1.5 million ZEVs) ( $150,000 - 29,691 = 120,309$ ) as the starting point in the calculation for the number of L2 stations in the Residential Charging project. The ZEV count in SDG&E's service territory represents approximately 10% of the ZEVs in the State of California. A 100% participation rate would include all the incremental ZEVs (120,309) in the program. SDG&E wanted to account for a percentage of ZEV owners who might not be interested in participating in the program, and therefore decided to target 75% of the 120,309 incremental ZEVs, which is approximately 90,000 ZEV drivers.

Item 7: Regarding SDG&E's "Residential Charging Program," what criteria would be used to determine the point at which SDG&E would remove an L2 EVSE that was provided as part of that program but is subsequently unused?

**SDG&E Response (Provided by Randy Schimka):**

SDG&E envisions that the participation agreement with the customer will require the customer to notify SDG&E when the customer sells their EV and not have a need for charging. At that point, SDG&E would make a service call to remove the L2 EVSE and place it back in stock to use for spare parts or to be installed at another location.

Item 8: Regarding SDG&E's "Residential Charging Program", SDG&E stated in its testimony, Ch.4 RS-20, that in the case an L2 EVSE was unused, SDGE would "remove the EVSE so that it can be refurbished and recommissioned in a timely manner." What are the estimated costs for removing, refurbishing and recommissioning the L2 EVSE? Please provide a detailed breakdown of these costs. a. How will SDG&E address the costs of the make-ready infrastructure if the L2 EVSE is removed and refurbished? b. What impact does this removal, refurbishing and recommissioning of the L2 EVSE have on SDG&E's TE program costs?

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**SDG&E Response (Provided by Randy Schimka):**

As part of the cost estimate for the Residential Charging program, SDG&E included a maintenance cost of \$250 for each installed unit. This cost was intended to cover various categories of work, such as a service call, replacing the EVSE in case of trouble, removing the unit in case of customers not participating any longer, etc.

- a. Only the EVSE will be removed if the customer sells their EV or no longer uses it. The electrical infrastructure leading up to the charging station will not be removed.
- b. The cost impact of removal, refurbishing, and recommissioning of the L2 EVSE is included in the project cost estimate, as described above.

Item 9: Regarding SDG&E's "Green Taxi/Shuttle/Rideshare Project," does SDG&E propose to limit the use of the charging facilities associated with that project closed to the general project? If so, how will SDG&E monitor the use of the charging stations at those facilities?

**SDG&E Response (Provided by Randy Schimka):**

These facilities are for the exclusive use by those drivers who enroll in this project and rate, which is only applicable at these facilities. The sites selected will be those that are managed and controlled by site hosts. For example, considering the SDIA letter of support for this effort, two potential targeted locations are those controlled by the airport on airport property: the taxi staging lot is for the exclusive use of taxis who are permitted to work at the airport, and another staging lot is dedicated to rideshare companies. Authentication at these sites will be limited to participating drivers through the mechanism supplied by the EVSP (key fob, pin code, app, or a combination of the three). Driver usage of these facilities will be monitored and studied.

Item 10: Regarding SDG&E's "Green Taxi/Shuttle/Rideshare Project," will SDG&E monitor the employment status of the taxi/rideshare drivers? If so, how will that monitoring be done?

**SDG&E Response (Provided by Randy Schimka):**

SDG&E does not plan on monitoring the employment status of these drivers, but does plan on monitoring the utilization of the charging facilities through enrollments in the rate, and usage through the billing data.

Item 11: If a taxi/rideshare driver participating in SDG&E's "Green Taxi/Shuttle/Rideshare Project" received an L2 EVSE at their home and later terminates their employment under their respective taxi/rideshare company, will SDG&E remove, refurbish, and recommission the L2 EVSE?

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**SDG&E Response (Provided by Randy Schimka):**

An important result of this pilot is to generate increased exposure to EVs, increase EV adoption, encourage off-peak charging, and to maximize zero emission miles driven by these EV drivers. In light of these expected results, as long as the drivers continue to own or lease their EV, as well as stay enrolled in the EV rate, then SDG&E will leave the L2 EVSE in place. The EVSE will be removed if the driver is no longer driving an EV.

END OF REQUEST