

CALIFORNIA PUBLIC ADVOCATES OFFICE (CAL PA) DATA REQUEST

Cal PA-SDG&E DR-01

POWER YOUR DRIVE 2.0 (A.19-10-012)

SDG&E RESPONSE

DATE RECEIVED: DECEMBER 16, 2019

DATE RESPONDED: JANUARY 10, 2020

CAL PA DATA REQUEST

Question 1

Provide all of San Diego Gas & Electric Company's (SDG&E's) workpapers related to Application (A.)19-10-012. The workpapers should be provided in an active Excel spreadsheet format.

SDG&E Response:

SDG&E's workpapers are available at: <https://www.sdge.com/rates-and-regulations/proceedings/extend-modify-pyd-pilot>

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Question 2

1. In SDG&E's September 20, 2019 Power Your Drive (PYD) Report, p. 13, SDG&E states that the PYD program has increased incremental electric vehicle (EV) adoption by 1,098 vehicles. SDG&E calculates this 1,098-vehicle value based on the assumption that only drivers who have charged at a site after 90 days from the date of site commissioning purchased an EV due to the presence of charging stations installed through PYD.

- a. Provide any sources and any rationale for why SDG&E chose a 90-day cutoff in its incremental EV adoption methodology.

SDG&E Response: A 90-day cutoff was chosen as a proxy to estimate the number of new EVs adopted. SDG&E used its best judgment to set a proxy number.

- i. Provide an estimate of the incremental EV adoption if the 90-day cutoff was shortened to 60 days.

SDG&E Response: Using a 60-day calculation, SDG&E estimates that PYD would have 1,349 incremental drivers.

- ii. Provide an estimate of the incremental EV adoption if the 90-day cutoff was extended to 120 days.

SDG&E Response: Using a 120-day calculation, SDG&E estimates that PYD would have 931 incremental drivers.

- b. For every site commissioned in the PYD Pilot program, please provide the following data in a single table in an excel spreadsheet (.xlsx) format:
 - i. Date of commissioning.
 - ii. Site type (Workplace or multi-unit dwelling (MUD)).
 - iii. Whether or not the site is in a disadvantaged community (DAC).
 - iv. Whether the site is a parking lot site or a structure site.¹
 - v. Number of energized ports.
 - vi. Incremental EV adoption, based on the methodology used in SDG&E's September 20, 2019 PYD Report.
 - vii. Cost of the site.

SDG&E Response: The attached file (CalPA DR-01 Q2.xlsx) provides the answers to the above questions. All costs are based on spend through July 31st, 2019 in alignment with the most recent semi-annual report. Site-level costs are subject to change as remaining program costs are received and site-level allocations are finalized.

Throughout the deployment of the Power Your Drive Pilot, it became apparent that there are multiple definitions of a "site". These different definitions have impacts on the user experience, metrics, and

¹ "Parking lot site" and "structure site" are defined here to be as used in SDG&E's Testimony, Chapter 3 pp. 2-4.

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deployment of the pilot. For the purpose of this data request, each row is a different site based on how SDG&E's data warehouse aggregates user registrations. Within each of these sites, multiple "sites" may exist for the purpose of construction and deployment. This is usually due to a single construction job needing to span across a larger footprint than what users would want to enroll in. For example, WP170032 had chargers installed at three separate locations on the workplace campus. These three locations required three separate construction activities. An employee at this campus would not want to register at three separate locations, so they are combined into one. Therefore, one row (by user registration) can have multiple sites (column C).

Additionally, the incremental EV driver count listed here (column H) may include incremental drivers that are at multiple sites. Therefore, the sum of the incremental driver count in this column will be higher than the overall distinct incremental driver count listed in the semi-annual report.

- c. Has SDG&E conducted any surveys to ask PYD sites or drivers whether the PYD ports encouraged incremental EV adoption? If yes, provide the results of the surveys.

SDG&E Response: SDG&E is currently in the process of surveying PYD drivers and expects to receive feedback on incremental EV adoption. Once the results are compiled, expected by the end of Q1 2020, they will be shared with the PAC.

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Question 3

Explain how SDG&E determined its proposed workplace EVSE rebate amount of \$3,000/port.

SDG&E Response: SDG&E has proposed an EVSE rebate value estimated to be at the same level as the EVSE hardware cost if SDG&E were going to own the stations. In the Power Your Drive Pilot, the average cost of the EVSE hardware is approximately \$3,000 per port, so that is the value SDG&E proposed for the EVSE rebate in the PYD Extension Program application. Note that this is an “up to” amount. Therefore, if the customer’s EVSE is less than \$3,000 they will receive a lower rebate amount.

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Question 4

Explain how SDG&E determined how to size the number of ports for its PYD Extension.

SDG&E Response: The size of the PYD Extension Program was designed to provide a bridge to continue the installation of needed workplace and MUD charging stations from the Power Your Drive Pilot through the time when future programs can be designed. The number of ports was selected based on the site host interest list from the original pilot.

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Question 5

1. Provide an Excel spreadsheet (.xlsx) describing the DAC status under the service territory definition (top 25% of the service territory) and under the state definition (top 25% in the state) for all census tracts in SDG&E's service territory. Outline the spreadsheet as follows:
 - a. Census tract number
 - b. Population
 - c. # of customers on the interest list
 - d. DAC status under state definition? (Yes/No)
 - e. DAC status under service territory definition? (Yes/No)

SDG&E Response:

The attached file (CalPA DR-01 Q5.xlsx) provides the answers to the above questions with the exception of "c." SDG&E has not fully mapped customers on the interest list to a census tract at this time.

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Question 6

1. Explain and provide the following in an Excel spreadsheet (.xlsx):
 - a. The itemized value of any startup costs that SDG&E accrued in the PYD Pilot Program including, but not limited to, the cost for billing system upgrades.
 - b. The itemized value of startup costs that SDG&E expects will not be needed and/or will decrease in the PYD Extension, including, but not limited to, the cost for billing system upgrades in the PYD Pilot Program.

SDG&E Response:

SDG&E's primary start up cost that can be itemized is the cost of the billing system upgrade. This cost totals \$3,314,897. These costs will not be incurred again for the PYD Extension Program. Given only one item is attributable to start up costs, an Excel spreadsheet (.xlsx) is not useful for this response and is not provided.

There are additional startup costs that SDG&E incurred that are embedded within other costs and cannot be itemized. Examples of these costs are third-party project support costs and process improvements. For example, some early sites incurred multiple iterations of unanticipated redesign. It is anticipated that the PYD Extension will have fewer site design iterations due to lessons learned and implemented during the PYD Pilot. Additionally, the process improvements that have been achieved are expected to lower future third-party project support costs.