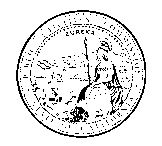
STATE OF CALIFORNIA Edmund G. Brown Jr., Governor



PUBLIC UTILITIES COMMISSION

505 VAN NESS AVENUE

SAN FRANCISCO, CA 94102-3298

**Data Request #2 to San Diego Gas & Electric Company Regarding its SB 350 Transportation Electrification Proposals Filed in A.17-01-020**

**Date:** June 13, 2017

**Response Due:** June 27, 2017

**To:** Jennifer Wright

San Diego Gas & Electric Company

[jwright@semprautilities.com](mailto:jwright@semprautilities.com)

(858) 654-1891

**From:** Amy Mesrobian

CPUC Energy Division

[amy.mesrobian@cpuc.ca.gov](mailto:amy.mesrobian@cpuc.ca.gov)

(415) 703-3175

Carrie Sisto

CPUC Energy Division

[Carolyn.sisto@cpuc.ca.gov](mailto:Carolyn.sisto@cpuc.ca.gov)

(415) 703-2872

Please provide answers to the following questions. In light of the Prehearing Conference held on March 16, 2017, the Administrative Law Judge may instruct SDG&E to formally file their Data Responses.

**Priority Review: Electrify Local Highways**

1. In response to Energy Division’s questions during the May 17 Priority Review workshop about the Oceanside Transit Center, SDG&E stated the site currently has 10 Blink charging stations but many of them are inoperable.
   1. How long were the existing EVSEs in place? How much of that time have the majority been inoperable?
   2. Has Caltrans, the Car Charging Group, or SDG&E collected any data from these charging stations?
   3. Will SDG&E be able to utilize the solar canopy as part of its EVSE installation at the Oceanside Transit Center?
      1. If so, how would it utilize the solar canopy?
      2. If not, why not?
2. SDG&E provided data from the Del Lago Park and Ride in its response to Energy Division’s data request 1 that showed the majority of charging occurred at the site’s fast chargers, rather than the level 2 chargers.
   1. Is this because the L2 charging equipment is largely inoperable or is there some other explanation?
3. During the May 17, 2017 workshop on priority review projects, SDG&E mentioned that it partnered with ECOtality at the Del Lago Park and Ride with solar and storage. Please provide any reports or lessons learned from the data collected at this site, including any lessons learned related to the onsite solar and stoarge.
4. In Chapter 3 of its testimony on page RS-21, SDG&E states that out of 60 park-and-rides in the San Diego region, Caltrans owns 33. Do any of the non-state-owned park-and-rides offer charging options for commuters? If so, could any information be collected or are there lessons learned that could be applied to SDG&E’s pilot?
5. In its response to the Energy Division data request 1, SDG&E’s cost work papers show it is only assuming a 5 percent EVSE replacement need across the four sites and only a $38,240 budget total for operation and maintenance costs in outer years.
   1. What assumptions is SDG&E making about the need for operations and maintenance and EVSE replacement under its proposed ownership? How does that compare to the O&M and replacement needs at the two Caltrans sites where EVSE is currently installed?
   2. How long does SDG&E intend to operate and maintain the EVSE at the four Caltrans sites?

**Priority Review: Green Taxi/Shuttle/Rideshare**

1. SDG&E states in response to Energy Division data request 1 that the EVSE will only be available for usage by program participants, so as to minimize wait times.
   1. How does SDG&E intend to restrict the usage of the EVSE installed as part of this program?
   2. Will EVSE usage continue to be restricted after the one-year term of the pilot?

**Priority Review: Dealership Incentives**

1. In response to Energy Division data request #1 question 5b, SDG&E states that it cannot gather data from dealers about current EV sales. Without this baseline, how does SDG&E propose to measure the effectiveness of its pilot? Would SDG&E require participating dealers to report sales information?
2. Why is the Sierra Club Multi-State Study of EV Shopping Experience[[1]](#footnote-1) a good baseline to evaluate the success of the dealership incentive pilot?
   1. What data contained in the study does SDG&E suggest using as a baseline? Is there any California-specific data?

**Standard Review: Residential Charging**

1. If a household has more than one EV, does SDG&E plan to install multiple EVSEs for a single residence?
2. SDG&E states that it will pay for installations up to a cap, but that cap is well below the amount SDG&E states is the average cost of installing an L2 charger. Does this mean a customer would pay all of the costs and then be reimbursed by SDG&E up to the cap? Or, would SDG&E cover all costs, but seek payment from customers above the cap? Or, would installations that are projected to exceed the cost caps be ineligible for the program?
3. Does SDG&E plan to procure EVSE with embedded submeters, to be capable of participating in any future Submetering Protocol?
4. Would SDG&E consider using submeters rather than installing new separate meters for each customer? If not, why not?
5. Does the customer need to agree to take service on the Residential GIR for a minimum amount of time to be eligible for the Program?
6. How will SDG&E determine whether a participant is no longer using the L2 EVSE installed in its residential garage? Is there a certain amount of time the L2 could remain unused before SDG&E removes it?
7. SDG&E provided cost workpapers in response to Energy Division’s data request #1. Line 41 “Maintenance (service calls)” assumes “1 service call / install @ $250 each.” Is this for the initial installation, or a subsequent visit to ensure the equipment is operational?
8. Testimony states that the program aims to give customers a choice of EVSEs. SDG&E states that it intends to keep the Power Your Drive RFP process open[[2]](#footnote-2) to provide opportunities for the Residential Charging program. However, SDG&E has closed its Power Your Drive RFP. The testimony at RS-24 also includes a summary of the process that will be followed for “both RFPs.”
   1. What are the two RFPs that will follow that summarized process? Does SDG&E intend to re-open the RFP for Power Your Drive and conduct a second RFP for the proposed Residential Charging program? Or is there another RFP associated with the Residential Charging program?
   2. Will SDG&E limit the number of approved vendors or EVSE models that are qualified for the Residential Charging program?
   3. What lessons learned from the Power Your Drive RFP process could be used to expedite the RFP(s) conducted for the Residential Charging program?
9. Why does SDG&E anticipate the Residential Charging program will not begin until 2020?

1. http://sierraclub.org/sites/www.sierraclub.org/files/uploads-wysiwig/1371%20Rev%20Up%20EVs%20Report\_09\_web%20FINAL.pdf [↑](#footnote-ref-1)
2. Testimony Chapter 4 at RS-24. [↑](#footnote-ref-2)