

Request Date: May 12, 2017

Data Request No. 1 of the National Diversity Coalition in
A.17-01-020 SDGE SB350 Transportation Electrification Proceeding

To: John A. Pacheco San Diego Gas & Electric Co. 8330 Century Park Court San Diego, CA 92123 jpacheco@semprautilities.com	From: Tadashi Gondai National Asian American Coalition 15 Southgate Avenue, Suite 200 Daly City, CA 94015 tgondai@naac.org
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Please send through email all responses that can be transmitted electronically. If any response or part of a response cannot be sent electronically, please notify Tadashi Gondai (tgondai@naac.org) to make alternative arrangements.

Questions 1-7 pertain to all Priority Review Projects:

1. What definition of “disadvantaged communities” (DACs) will SDGE use for the priority review projects?
2. Do any new proposed rates for any of the priority projects integrate recovery for project costs? If so, please explain how much of project costs will be recovered. If not, please explain why not.
3. Is SDGE aware of any studies or research that estimate how long before L2 charging equipment will become obsolete? If so, please indicate how long SDGE believes this time period to be, and provide the underlying data.
4. What kW level of charging will the DCFC equipment used by SDGE in the priority projects support? (For example, DCFC equipment can support charging at levels such as 50kW, 150kW, or 350kW.) If different levels will be used in different projects, please breakdown responses for each project.
5. Is SDGE aware of any studies or research that estimate how long before the chosen charging level for DCFC in priority projects will become obsolete? If so, please indicate how long SDGE believes this time period to be, and provide the underlying data.
6. What plug connection types does SDGE intent to use for DCFC equipment in the priority projects? (For example, CHAdeMo or CCS). If different types will be used in different projects, please breakdown responses for each project.
7. Is SDGE aware of any studies or research that estimate how long before the chosen DCFC plug types for priority projects will become obsolete? If so, please indicate how long SDGE believes this time period to be, and provide the underlying data.

Questions 8-21 pertain to the Airport Ground Support Equipment (GSE) Project:

8. Please clarify how the Airport GSE project will include “integration and utilization of SDIA’s 5.5 Megawatt photovoltaic solar system to the fullest extent possible” (SDGE-3, RS-4). Additionally, specify how much of the energy produced by the SDIA PV system is currently utilized on a daily basis. If energy usage on a daily basis is not a reasonable metric, explain why, and provide a more reasonable metric by which to evaluate current utilization of the PV system.
9. Explain the basis for the statement regarding the electric GSE fleet at SDIA, that “total growth has not increased at the rate that could be expected” (SDGE-3, RS-4). Also, clarify what SDGE expected the growth rate be, and how such an expectation was derived.
10. How many electric GSE charging ports are currently installed at SDIA?
11. Describe any collaboration or involvement SDGE had in the development of SDIA’s 2009 Air Quality Management Plan?
12. Describe any efforts SDGE made to develop transportation electrification (TE) projects that would have been appropriate to include in this application with airports other than SDIA. If any such efforts led to the development of TE projects with airports other than SDIA, please provide details, and explain why those proposals were not included in the current TE application. If SDGE did not seek to develop TE projects with other airports, explain why not.
13. Explain how SDG&E will attempt to “conduct a measured roll-out of charging ports and infrastructure based upon electric GSE procurement commitments while balancing cost reductions from economies of scale” (SDGE-3 RS-9)? Also, please specify how SDGE will determine the number of electric GSE that a project participant must commit to procuring before charger installations can be done with economies of scale.
14. Under the parameters of the Airport GSE project, is it possible that GSE charging stations could be installed for a partner organization, but the partner organization does not add any additional electric GSE to their fleet? If so, explain under what circumstances this could happen. If not, specify what program requirements prevent such a situation.
15. Regarding data that has been analyzed from SIDA charging equipment to inform the current project, how consistently or periodically has the data been collected?
16. Regarding data that has been analyzed from SIDA charging equipment to inform the current project, what granularity is lacking that is necessary to create a reasonable load management plan?
17. Regarding data that has been analyzed from SIDA charging equipment to inform the current project, how much more consistently or periodically would data need to be collected in order to provide enough granularity to develop a reasonable load management plan? What would

be required to collect data as consistently or periodically as necessary to provide enough granularity to develop a reasonable load management plan?

18. If more consistent or periodic collection of data from SIDA charging equipment would still provide insufficient data to develop a reasonable load management plan, what additional data would still be required?
19. What are some specific ways that a load management plan could address the known issues identified in preliminary data collected from SIDA charging equipment, such as “many of the batteries were being run too low and not being sufficiently charged” and “more charging could have occurred during off-peak periods” (SDGE-3 RS-14)?
20. Provide detailed calculations for the estimated GHG reductions for the Airport GSE project. Include calculations for estimated annual and lifetime GHG reduction. Provide a separate breakdown of the estimated GHG reductions by vehicle type/class (for example the reductions for a Class-3 truck vs a Class-8 truck).
21. Provide detailed calculations for the estimated costs of the Airport GSE project. Please also provide calculations and itemization for the data in SDGE-3 Appendix Table GSE-1. Provide a separate breakdown of the estimated costs by vehicle type/class (for example the costs for a Class-3 truck vs a Class-8 truck).

Questions 22-36 pertain to the Electrify Local Highways (ELH) Project:

22. Under the ELH project proposal, explain how drivers who park for long periods at L2 chargers might be able to respond to the grid-integrated rate and modify their charging usage?
23. Under the ELH project proposal, explain how drivers who want to quickly recharge at DCFC chargers might be able to respond to the grid-integrated rate and modify their charging usage?
24. Under the ELH project system where drivers set a maximum price they want to pay per kWh and the charging stations deliver the charge as inexpensively as possible (SDGE-3 RS-27), will vehicles simply stop recharging when prices rise above the stated maximum amount?
25. Describe any collaboration or involvement SDGE had in the development of CalTrans’ 2016 Sustainability Implementation Action Plan.
26. At the Del Lago Park-and-Ride in Escondido, how long ago was the charging equipment procured and installed? How was the cost of the equipment and installation funded? (For example, are installation and equipment costs recovered through charger usage fees?)
27. At the Del Lago Park-and-Ride in Escondido, how is maintenance of the charging equipment currently funded? (For example, are maintenance costs covered through charger usage fees?) If arrangements to generate funding for maintenance other than the current arrangement have been attempted in the past, please provide details.
28. At the Del Lago Park-and-Ride in Escondido, who currently owns and is responsible for maintenance of the charging equipment? If arrangements for ownership and/or maintenance

responsibilities other than the current arrangement have been attempted in the past, please provide details.

29. Please clarify the statement that “SDG&E has included all the construction costs in the project budget, with Caltrans agreeing to provide the land, easement and expertise to streamline design, installation and permitting efforts” (SDGE-3 RS-26). Specify what costs are included in the project budget. Please also explain to what degree estimated project costs reflect reductions due to planned and ongoing construction to expand and renovate the proposed sites.
30. What characteristics of the four Caltrans locations proposed for this project make it likely that charging equipment will be better utilized there than other locations?
31. What characteristics of the four Caltrans locations proposed for this project make it likely that the presence of charging equipment will encourage more EV adoption than they would at other locations?
32. How many L2 and DCFC chargers is the existing electrical infrastructure able to support at each of the four proposed Caltrans sites?
33. How will SDGE determine whether and how much the ELH project increased the amount of EV’s adopted and/or used?
34. Explain the basis for Caltrans’ 30 month timeframe to install EV charging stations at 30 locations statewide (SDGE-3 RS-30)?
35. Provide detailed calculations for the estimated GHG reductions for the ELH project. Include calculations for estimated annual and lifetime GHG reduction. Provide a separate breakdown of the estimated GHG reductions resulting from L2 and DCFC installations.
36. Provide detailed calculations for the estimated costs of the ELH project. Please also provide calculations and itemization for the data in SDGE-3 Appendix Table ELH-1. Provide a separate breakdown of the estimated costs for L2 and DCFC installations.