

Request Date: May 16, 2017

Data Request No. 2 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 1-9 pertain to the Medium Duty/Heavy Duty (MD/HD) and Forklift Port Electrification Project (Port project):

1. How many electric MD/HD vehicles or forklifts will each installation support? Installation here refers to a combination of some or all of the following: electric vehicle supply equipment (“EVSE”), an electric circuit, a load research meter and a data logger (SDGE-3 RS-34).
2. Will the Port project provide installations for EVs other than the 17 funded by Grant 1, Grant 2, and Grant 3 (SDGE-3 RS-37)?
3. Please provide copies of SDGE Letters of Support and Commitment for Grant 1, Grant 2 and Grant 3.
4. Will any of the money for the procurement of EVs through Grant 1, Grant 2 or Grant 3 come from SGDE? If so, explain the source of funding for the money SDGE will provide (shareholders, ratepayers, etc.).
5. Is any funding for electric vehicle supply equipment (“EVSE”), electric circuits, load research meters, data loggers, or other charging infrastructure provided by Grant 1, Grant 2, or Grant 3? If so, explain how much is provided for such equipment.
6. Provide detailed calculations for the estimated GHG reductions for the Port project. Provide a separate breakdown of the estimated GHG reductions by vehicle type/class (for example the reductions for a Class-8 truck vs a reach stacker). Also indicate estimated annual and lifetime GHG reductions.
7. Provide detailed calculations for the estimated costs of the Port project. Please also provide calculations and itemization for the data in SDGE-3 Appendix Table PE-1. Provide a

separate breakdown of the estimated costs by vehicle class/type (for example the costs for a Class-8 truck vs a reach stacker).

8. Describe any collaboration or involvement SDGE had in the development of the Port District's Climate Action Plan.
9. What site selection criteria will be used for the Port project? Also specify any site selection criteria that pertain to DACs.

Questions 10-22 pertain to the Fleet Delivery Services (FDS) project:

10. How many electric delivery vehicles does UPS currently have operating in SDGE's service territory? How many use L2 and how many use DCFC? Please also indicate if any use both, or a different charging connection.
11. For the electric delivery vehicles UPS currently has operating in SDGE's service territory, please indicate how many are of each truck class. (For example, how many are class 3 or class 8 trucks?)
12. How many electric delivery vehicles does UPS currently have operating in California? How many use L2 and how many use DCFC? Please also indicate if any use both, or a different charging connection.
13. For the electric delivery vehicles UPS currently has operating in California, please indicate how many are of each truck class. (For example, how many are class 3 or class 8 trucks?)
14. For the electric delivery vehicles UPS plans to obtain as part of the FDS project, please indicate how many are of each truck class. (For example, how many are class 3 or class 8 trucks?)
15. How many L2 charging ports does UPS currently have operating in SDGE's service territory? How many DCFC charging ports does UPS currently have operating in SDGE's service territory? Who owns and maintains these charging systems?
16. Provide charger usage data for UPS charging ports in SDGE's service territory.
17. How many L2 charging ports does UPS currently have operating in California? How many DCFC charging ports does UPS currently have operating in California? Who owns and maintains these charging systems?
18. Provide charger usage data for UPS charging ports in California.
19. Aside from UPS charging installations, does SDGE plan to provide DCFC for other program participants? If so, how much funding has been allocated for this? If not, why not?
20. Provide detailed calculations for the estimated GHG reductions for the FDS project. 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). Also indicate estimated annual and lifetime GHG reductions.

21. Provide detailed calculations for the estimated costs of the FDS project. Please also provide calculations and itemization for the data in SDGE-3 Appendix Table FDS-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).
22. What site selection criteria will be used for the FDS project? Also specify any site selection criteria that pertain to DACs.

Questions 23-34 pertain to the Green Taxi/Shuttle/Rideshare (Green Taxi) Project:

23. Please provide any studies or research SDGE reviewed which show benefits from utility ownership of EVSE specifically at residential locations. Cite to any specific sections of studies or research that SDGE relied upon in designing the portion of the Green Taxi program pertaining to residential chargers.
24. Please provide any studies or research SDGE reviewed which show that a grid integrated rate can encourage off-peak charging among the taxi, shuttle and TNC driver community. Cite to any specific sections of studies or research that SDGE relied upon in designing the portion of the Green Taxi program pertaining to the grid integrated rate.
25. Please provide details on the aspect of the Green Taxi project that relate to fuel incentives. Also describe the basis for determining the incentive amount.
26. Will Green Taxi project charging sites be shared by taxi, shuttle, and TNC drivers? Will charging sites also be open to the public?
27. How will shared usage of Green Taxi project chargers by taxi, shuttle, TNC, and other drivers be managed?
28. How much is the SDG&E's annual EV Climate Credit, and what are the eligibility requirements?
29. How was the amount of the Zero Emissions Credit decided?
30. How will the locations for the charger sites be determined? Will data be considered from TNC's other than Uber? Please indicate any consideration or deployment targets specifically for DACs.
31. Where will the site with solar array and energy storage capability be located?
32. Will any specific outreach or promotion for the Green Taxi project be focused on DACs?
33. Provide detailed calculations for the estimated GHG reductions for the Green Taxi project. Provide a separate breakdown of the estimated GHG reductions by vehicle type/class (for example the reductions for a taxi vs a shuttle). Also indicate estimated annual and lifetime GHG reductions.
34. Provide detailed calculations for the estimated costs of the Green Taxi project. Please also provide calculations and itemization for the data in SDGE-3 Appendix Table TX-1. Provide a separate breakdown of the estimated costs by vehicle type/class (for example the costs for a

taxi vs a shuttle). Also indicate extra costs for site that will include the solar array and energy storage.

Questions 35-40 pertain to the Dealership Incentives (DI) Project:

35. Please provide any studies or research SDGE reviewed which show that monetary incentives for car dealership and salespersons increases rates of EV adoption. Cite to any specific sections of studies or research that SDGE relied upon in designing the incentive amount for salespersons and dealerships of the DI project.
36. Why should an incentive be provided to the dealership in addition to the salesperson for selling an EV?
37. How was the amount of the DI payments determined? How much is a salesperson's average commission for selling a comparably priced internal-combustion engine (ICE) vehicle versus an electric vehicle?
38. Does the amount of the incentive paid vary depending on the EV sold? Does it vary if the buyer does not sign up for the residential grid integrated rate? If so, how is the variation calculated?
39. Provide detailed calculations for the estimated GHG reductions for the DI project. Also indicate estimated annual and lifetime GHG reductions. Provide a separate breakdown of the estimated GHG reductions by vehicle type/class, if the incentive amount varies based on the type of EV sold.
40. Provide detailed calculations for the estimated costs of the DI project. Please also provide calculations and itemization for the data in SDGE-3 Appendix Table DI-1. Provide a separate breakdown of the estimated costs by vehicle type/class, if the incentive amount varies based on the type of EV sold.