

ChargePoint DATA REQUEST
ChargePoint-SDG&E-DR-01
SDG&E VEHICLE GRID INTEGRATION PROJECT
A.14-04-014
SDG&E RESPONSE
DATE RECEIVED: MARCH 3, 2015
DATE RESPONDED: MARCH 17, 2015

DATA REQUEST

1. Please provide all workpapers associated with SDG&E's application, testimony, and supplemental testimony.

SDG&E Response:

Please see the enclosed CD.

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2. Please provide copies of all data request responses provided by SDG&E in this proceeding. Include in this response all responses and spreadsheets and other materials included in your responses. Please ensure that all spreadsheets have formulae and links intact. Please provide these responses via CD or DVD.

SDG&E Response:

Please see the enclosed CD.

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3. On page ST-10, line 7, Mr. Pulliam indicates that “To the greatest extent possible, SDG&E intends to contract with third parties...” Please explain under what circumstances SDG&E would not “contract with third parties...”

SDG&E Response:

SDG&E describes the process that will be used to create opportunities for third party EVSPs and related contractors and subcontractors on page RS-8 of Randy Schimka’s Chapter 2 Testimony. Since the time when SDG&E filed its VGI Pilot Program application in April 2014, it is still unknown as to the extent of third party interest and ability to provide the various VGI system components that will be required. Until SDG&E is able to work through the RFI process and ultimately the RFP process as described in testimony, it won’t be known how many qualified providers SDG&E will be able to evaluate and ultimately contract with for the VGI pilot program.

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4. Refer to page ST-15, line 9 through ST-16, line 2. Please provide the typically expected duration for charging PEVs using Level 1, Level 2, and DCFC EVSEs.

SDG&E Response:

Please see the link below to the Society of Automotive Engineers (SAE) Charging Configurations and Ratings Terminology table¹ for the typically expected charging duration information requested.

¹ See SAE Charging Configuration and Ratings Terminology table:
<http://bioage.typepad.com/a/6a00d8341c4fbe53ef017c328bdf25970b-popup>

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5. Please provide SDG&E’s forecast of the timing and quantity of different types of EVSEs not located at single family residences as of the end of the years 2015-2018. Please complete the response in a format consistent with the following table:

	YEAR			
	2015	2016	2017	2018
SDG&E- Owned Level 1				
SDG&E- Owned Level 2				
SDG&E- Owned DCFC				
Publicly- Owned Level 1				
Publicly- Owned Level 2				
Publicly- Owned DCFC				
Privately- Owned Level 1				
Privately- Owned Level 2				
Privately- Owned DCFC				

For the SDG&E-owned EVSEs, please include both EVSEs currently owned by SDG&E as well as EVSEs that SDG&E proposes to own under the Pilot.

SDG&E Response:

SDG&E provides the following table based on the goal of VGI installations outlined in Schimka testimony (Chapter 2, Page RS-3, lines 2 – 7) and based on the 50%/50% split between AC Level 1 and AC Level 2 charging stations (Chapter 2, Page RS-12, lines 4 – 5).

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Response to Question 5 (Continued)

SDG&E's VGI Pilot Program goal of the timing and quantity of different types of EVSEs in MuD and Workplace sites as of the end of the years 2015-2018				
	YEAR			
	2015	2016	2017	2018
SDG&E- Owned Level 1	250	750	1750	2750
SDG&E- Owned Level 2	250	750	1750	2750
SDG&E- Owned DCFC	Zero	Zero	Zero	Zero
Publicly- Owned Level 1	Zero	Zero	Zero	Zero
Publicly- Owned Level 2	Zero	Zero	Zero	Zero
Publicly- Owned DCFC	Zero	Zero	Zero	Zero
Privately- Owned Level 1	Zero	Zero	Zero	Zero
Privately- Owned Level 2	Zero	Zero	Zero	Zero
Privately- Owned DCFC	Zero	Zero	Zero	Zero

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6. Refer to page ST-27, line 14. Please provide workpapers supporting your estimate of HHI of "...about 4,200...".

SDG&E Response:

See workpapers provided on CD. The "Appendix 2" supports the calculation of about 4,200. The tabs, "Market Area", "pivot", "Blink", "NRG eVgo", "GE WattStation" further support that calculation. The "AFDC Extract" tab supports the "AFDC Used" tab.

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7. Please confirm that the tables presented in Appendix 2-3 present results for the end of year 2015 market shares. If the tables are for any other date, please so state and provide support for your response.

SDG&E Response:

See workpapers provided on CD. The “Appendix 2” tab is representative of end of year 2014. The “Appendix 3” tab is a hypothetical version of what the market share would be at the end of 2015 if SDG&E were to install the full number contemplated in the first year of the pilot as laid out in the application. The “Market Area”, “AFDC Used”, “pivot”, “Blink”, “NRG eVgo”, “GE WattStation” tabs support this point.

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8. Refer to page ST-30, line 4. Please provide workpapers supporting your estimate of the decrease in market concentration "...from about 4,200 to about 3,200 in this scenario." Please provide tables similar to those found in Appendix 2-3 to support your calculations.

SDG&E Response:

See workpapers provided on CD. The "Appendix 3" tab supports this point. The "Market Area", "AFDC Used", "pivot", "Blink", "NRG eVgo", "GE WattStation" tabs are work product which support the calculation. The "AFDC Extract" tab supports the "AFDC Used" tab.

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9. Refer to page ST-30, footnote 56. Please provide workpapers supporting the estimate of 9.43% of California's PEVs are in the San Diego area. Please provide SDG&E's forecast of future percentages of PEVs in the San Diego area for the years 2015-2018.

SDG&E Response:

SDG&E's share of California EV market is assumed to be 9.43% based on the California Transportation Electrification Assessment – Final Draft Phase 1 Report”, Table 8, CalETC – Prepared by ICF International. Please see Table 6-5 (Chapter 6, Page JCM-17) for the SDG&E's Share of CalETC Forecast.

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10. Refer to page ST-31, lines 1-2. Please confirm that this assumes that SDG&E does not own any more than 5,500 EVSEs in 2025.

SDG&E Response:

These are the EVSE volumes proposed in the pilot, however as stated in Chapter One, one of the objectives of this pilot is gather data and report findings to help inform CPUC policy, and as such, SDG&E can't speculate on the influence the findings will have in setting CPUC policy, including any future role CPUC policy may direct or permit SDG&E to take in the grid-integrated EV charging space.

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11. Refer to page ST-31, lines 1-2. Is SDG&E willing to commit to not obtaining more than 5,500 EVSEs after 2018? If your response is anything except for an unqualified “yes,” please explain your response.

SDG&E Response:

These are the EVSE volumes proposed in the pilot, however as stated in Chapter One, one of the objectives of this pilot is gather data and report findings to help inform CPUC policy, and as such, SDG&E can't speculate on the influence the findings will have setting in CPUC policy, including any future role CPUC policy may direct or permit SDG&E to take in the grid-integrated EV charging space.

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12. Please provide all workpapers supporting Appendix 2-3 to Mr. Pulliam's testimony. Provide these workpapers in Excel format with all links live and formulae intact.

SDG&E Response:

See workpapers provided on CD.

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13. Please provide workpapers that were used to derive the EVSE Location and EVSE Units shown in Appendix 2-3 from the AFDC data referred to in the notes in Appendix 2-3.

SDG&E Response:

The “Market Area”, “AFDC Used”, “pivot”, “Blink”, “NRG eVgo”, “GE WattStation” tabs and “AFDC Extract” and “AFDC Data Key” support this point. In addition, columns “U” and “Y” from the “AFDC Used” tab should be helpful.

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14. Refer to page ST-7, line 14. Does your statement “It is not an open-ended business beyond the 5,500 EVSEs in the Pilot? Is SDG&E willing to commit to such a limitation? If not, please explain why not.

SDG&E Response:

These are the EVSE volumes proposed in the pilot, however as stated in Chapter One, one of the objectives of this pilot is gather data and report findings to help inform CPUC policy, and as such, SDG&E can't speculate on the influence the findings will have in setting CPUC policy, including any future role CPUC policy may direct or permit SDG&E to take in the grid-integrated EV charging space.