

**JOINT MINORITY PARTIES DATA REQUEST**  
**SDG&E-DR-02**  
**SDG&E VEHICLE GRID INTEGRATION PROJECT**  
**A.14-04-014**  
**SDG&E RESPONSE**  
**DATE RECEIVED: JUNE 16, 2014**  
**DATE RESPONDED: JUNE 30, 2014**

1. The pilot program will cost \$103 million, a burden that is shouldered in part by low-income ratepayers who are unlikely to benefit from electric vehicle infrastructure. Please describe any plans SDG&E has to mitigate the cost of the pilot program on low-income ratepayers.

**SDG&E Response:**

SDG&E disagrees with the assertion that low-income customers “are unlikely to benefit from electric vehicle infrastructure.”

The VGI Pilot Program specifically targets multi-family communities and residents – representing about 50% of SDG&E’s residential customers. VGI facilities will give these customers access to EV charging facilities that to date, are not widely available at multi-family residences or their places of work. The extent to which lower income customers live in these multi-family communities, the VGI facilities will give them the opportunity to access EV charging through SDG&E’s VGI Pilot Program. Similarly, installing the VGI facilities at a customer’s place of work will create an opportunity to access EV charging.

Further, the VGI Pilot Program, as proposed, will benefit all SDG&E customers. Efficiently integrating EV loads and energy usage will mitigate the need to build new generation and system capacity, the costs of which would be borne by all customers.

SDG&E has programs available for low income customers. The California Alternate Rates for Energy Program (CARE) customers currently receive a discount on their electricity bill that consists of a 20% line item CARE discount, exemption from the CARE surcharge, exemption from the Department of Water Resources Bond Charge (DWR-BC), and exemption from the California Solar Initiative (CSI) surcharge. In addition, CARE customers receive rate subsidies along with the 20 % line item discount and exemptions identified above. These additional rate subsidies result in an effective CARE discount that exceeds the current legislated cap of 35%. For customers who do not meet the qualifications for CARE, the Family Electric Rate Assistance Program (FERA) provides another option for assistance to customers meeting eligibility requirements including income guidelines. Customers eligible for FERA are billed Tier 2 rates for Tier 3 usage. These current CARE discounts will ensure that low income customers pay significantly less of the pilot program costs approved by the Commission.

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2. Please describe in detail how SDG&E plans to finance the pilot program.

**SDG&E Response:**

SDG&E finances its projects, including the VGI Pilot Program, with a combination of debt and equity to target SDG&E's authorized capital structure. SDG&E's current CPUC authorized capital structure is 45.25% long-term debt, 2.75% preferred equity and 52.00% common equity. For the debt portion, SDG&E typically issues First Mortgage Bonds.

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3. Please describe in detail SDG&E's "cost recovery mechanism" for the pilot program.

**SDG&E Response:**

As described in the testimony of Jonathan Atun, SDG&E will recover the VGI Pilot Program costs through an annual revenue requirement which is the amount that needs to be collected each year to cover the costs and returns associated with the VGI Pilot Program. The revenue requirement includes: return of capital (depreciation), operation and maintenance costs, returns on debt and equity, taxes, and franchise fees and uncollectibles.

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4. Please provide a list of any internal research conducted by SDG&E, or by SDG&E's consultants, or external research relied on by SDG&E (beyond what is referenced in SDG&E's application or prepared testimony), relating to the present and, separately, future demographics of electric vehicle owners.

**SDG&E Response:**

SDG&E did not perform any internal research beyond what is referenced in the application or prepared testimony relating to present or future demographics of electric vehicle owners.

SDG&E also did not have any consultants perform this type of research, and SDG&E did not rely on any external research of this type.

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5. Please provide any list or research relating to the location and/or use of current electric vehicle charging facilities in the California.

**SDG&E Response:**

The Plugshare website (<http://www.plugshare.com/>) lists currently installed electric vehicle charging facilities in California.

The EV Project website (<http://www.theevproject.com/documents.php>) has a collection of quarterly reports containing public charging infrastructure usage from the DOE-funded electric vehicle charging project, which had a significant presence in California.

In addition, this link on the CPUC website (<http://docs.cpuc.ca.gov/PublishedDocs/Efile/G000/M088/K489/88489523.PDF>) points to a Joint California Investor Owned Utility (IOU) Electric Vehicle Load Research Report which includes information on electric vehicle charging station usage.

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6. Mr. Randy Schimka testified that "67% of SDG&E employees who own or lease an EV said that the presence of workplace charging influenced their EV buying or leasing decision and 79% said the presence of workplace charging will increase their EV miles driven per week." Please provide the individual aggregate compensation and other demographic information for those SDG&E employees who participated in the above survey.

**SDG&E Response:**

SDG&E objects to providing this information, because it is beyond the scope of SDG&E's application and would violate the privacy rights of the employees who participated in the survey.

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7. Please describe in detail any marketing or outreach that SDG&E has performed or plans to perform to provide electric vehicle charging facilities to low-income and/or minority residential areas.

**SDG&E Response:**

SDG&E's Clean Transportation Group acts as a resource to all electric vehicle service providers and offers engineering consulting services via phone, email, and site visits to help providers optimize the location of their charging equipment at customer sites and reduce costs by minimizing potential installation costs.

Currently, SDG&E does not have any plans to market electric vehicle charging stations, because the CPUC's decision in the Alternative Fuel Vehicle rulemaking, D.11-07-029 (page 49), prohibits utilities from owning and operating public electric vehicle charging stations. After the VGI Pilot Program is approved, SDG&E will develop the necessary marketing plans.

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8. Please provide a list of any internal research conducted by SDG&E, or by SDG&E's consultants, or external research relied on by SDG&E (beyond what is referenced in SDG&E's application or prepared testimony), relating to whether the availability of electric vehicle charging facilities influences low-income and/or customers' attitudes towards purchasing an electric vehicle.

**SDG&E Response:**

SDG&E did not perform any internal research beyond what is referenced in the application and prepared testimony relating to whether the availability of electric vehicle charging facilities influences customers' attitudes towards purchasing an electric vehicle. SDG&E also did not have any consultants perform this type of research, and SDG&E did not rely on any external research of this type.

One of the purposes of the VGI Pilot Program proposal is to better understand how the availability of the VGI rate with grid-integrating charging attracts customers to lease or purchase EVs, as well how it influences customer charging time decisions.

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9. Please provide a list of any internal research conducted by SDG&E, or by SDG&E's consultants, or external research relied on by SDG&E (beyond what is referenced in SDG&E's application or prepared testimony), relating to the sufficiency and/or adequacy of existing electric vehicle charging facilities in San Diego.

**SDG&E Response:**

SDG&E tracks workplace charging projects and multi-unit dwelling charging projects that are located in the SDG&E service territory through a variety of methods, including but not limited to monitoring local EV driver forums and social media, the PlugShare website, and working with electric vehicle service providers when installing new stations.

As of April 1, 2014, SDG&E is aware of 31 completed workplace charging installations, and 15 completed multi-unit dwelling charging projects in the San Diego region.

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10. Please describe in detail any decision-making process or criteria for determining what workplaces are selected to participate in the pilot program.

**SDG&E Response:**

As listed on page RS-7 of Randy Schimka's VGI testimony, SDG&E will evaluate and prioritize interested VGI sites using the following criteria:

- Date of indicated interest (first-in-line priority);
- Current and (if possible) expected volume of EV drivers;
- Number of VGI installations desired;
- Type of VGI installation (workplace, MuD);
- Nearby transformer available capacity;
- Distance between transformer and new service point;
- Site conditions related to construction feasibility (i.e., trenching surface, EVSE mounting surface, condition of facility);
- Land and property ownership;
- If leasing, term and conditions of lease; and
- Existing / available ADA accessible parking

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11. Please describe in detail any marketing or outreach that SDG&E has performed or plans to perform to provide electric vehicle charging facilities to workplaces.

**SDG&E Response:**

Currently, SDG&E does not have any plans to market electric vehicle charging stations, because the CPUC's decision in the Alternative Fuel Vehicle Rulemaking, D.11-07-029 (page 49), prohibits utilities from owning and operating public electric vehicle charging stations. After the VGI Pilot Program is approved, SDG&E will develop the necessary marketing plans.

SDG&E gave an educational presentation about the SDG&E Vehicle Grid Integration Program at an SDG&E-hosted event in San Diego on April 28 and in San Francisco on May 5. A shorter presentation of the same content was given to SANDAG's Energy Working Group on May 22, the San Diego Chamber, Energy and Water Committee on June 5, and the CEC's IEPR workshop on June 23. The presentations are included below.



April 28 VGI  
community update.ppt



May 5 VGI community  
update.pptx



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12. Please provide information on any relatively comparable programs being considered by any other utilities in California and, separately, any others in the United States.

**SDG&E Response:**

SDG&E is only focused on its service territory and its customers, and does not have this information.

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13. To what degree, if any, has consideration of this program taken into account the potential of hydrogen fuel vehicles, such as the vehicle Toyota has stated it will be selling in California in 2015?

**SDG&E Response:**

SDG&E's VGI Pilot Program is focused on electric vehicles, for which SDG&E provides the fuel. SDG&E is not the fuel provider for hydrogen fuel vehicles.

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14. Is SDG&E willing to host a meeting with key San Diego community groups that will be joined in by all the major corporate beneficiaries of this electric vehicle program, including the major manufacturers of electric vehicles and the major corporations that have a significant percentage of employees who would benefit from the electric vehicle program?

**SDG&E Response:**

Not at this time. SDG&E will develop marketing and outreach plans for the VGI Pilot Program after it is approved by the CPUC.

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15. Please describe in detail all efforts by SDG&E to encourage electric vehicle ownership by those earning \$100,000 or less during any time period beginning 2009.

**SDG&E Response:**

SDG&E provides its customers with information regarding the choices available for metering arrangements, rates, demand response programs, charging equipment, installation, safety, reliability and off-peak charging. We also perform targeted PEV education and outreach to educate customers about the environmental and societal benefits of PEVs consistent with the state's policy goals related to the reduction of greenhouse gas emissions set forth in AB 32. Any customer can see this information at [www.sdge.com/ev](http://www.sdge.com/ev).

Last year, SDG&E worked with Plug-in America, Plug-in 2013 Conference and Expo, and California Center for Sustainable Energy to host the region's first Electric Vehicle Day on Sept. 25, 2013. SDG&E coordinated a paid search where customers in the area typing in "electric vehicles" or "EV" would have a link direct them to [www.sdge.com/ev](http://www.sdge.com/ev), which had information about EV rates and the event.

On November 13, 2013 a workshop was hosted in coordination with regional car dealerships in partnership with California Center for Sustainable Energy and San Diego Clean Cities Coalition to educate the dealerships about how to communicate to their customers about EV rates and incentives, and answer questions.