

SDAP DATA REQUEST
SDAP-DR 05
Application for Approval of Electric Vehicle High Power Charging Rate (A.19-07-006)
SDG&E RESPONSE
DATE RECEIVED: February 3, 2020
DATE RESPONDED: February 14, 2020

Instructions: These questions pertain to SDGE territory. Any time there is work to show, please provide it in the work paper format and a live excel document.

Question 1

In CAL-PA's January 13, 2020 testimony in A.19-07-006, it characterizes SDG&E's proposal for an initial discount from EV-HP as a "subsidy"

"The Public Advocates Office's proposal contrasts with SDG&E's proposed ten-year phase out of its subscription charge discount, which starts with a 50% discount in year 1 and reaches a 0% discount by year 10. Under this proposal, SDG&E identifies the discount as a subsidy that must be recovered from other ratepayers." (CAL-PA's testimony beginning p.1-13 line 21 and continuing onto p.1-14:)

- a) Did SDG&E use the term "subsidy" anywhere in its testimony in A.19-07-006? If so, please cite.
- b) Does SDG&E concur with CAL-PA's characterization of SDG&E's testimony in the quote described above? Please explain.

SDG&E Response

- a) No, SDG&E did not use the term "subsidy" in its application or prepared testimony for A.19-07-006.
- b) SDG&E agrees that the Public Purpose Program-funded subscription charge discount proposed in the EV-HP application and prepared testimony could be characterized as a subsidy.

Question 2

The is a follow up to DR03 Response Q17: Which asked ...Why are sites with only Level 2 chargers not eligible for the HP rate?

SDG&E Response

The proposed EV-HP rate is open to separately-metered DCFC and MD/HD EV customers, including MD/HD EV customers that charge with only Level 2 EVSE.

Question 3

Does this mean that the following are not eligible for the HP rate?

- a) Public Charging stations with only Level 2 Chargers?
- b) Workplace with only Level 2 Chargers?
- c) MUD with only Level 2 Chargers?
- d) Is that correct?

SDG&E Response

Correct. None of the site types listed above contain separately-metered DCFC or MD/HD EV customers and are ineligible for the EV-HP rate as proposed in SDG&E's application and prepared testimony.

Question 4

Do you agree that multiple Level 2 chargers will also create Demand on the grid the same as a DCFC charger.

- i) If not, why not?

SDG&E Response

A sufficient number of commonly-metered Level 2 chargers may have a similar maximum demand as a DCFC site if used concurrently.

Question 5

What commercial EV rate is currently available for a site with only Level two chargers that is not in a pilot program or does not have MHD vehicles?

SDG&E Response

Commercial Level 2 charging sites serving light-duty EVs outside of SDG&E pilot programs can currently take service on applicable SDG&E Commercial rates including TOU-M or AL-TOU.

Question 6

Q26 DR03 SDAP asked about Transit and School Bus Rebates in SR MHD Pilots and to Please explain if both vehicle types are extended the rebates, SDGE states this is out of scope.

Per Decision 19-08-026 participants in the SDG&E MD/HD EV Charging Infrastructure Program are eligible for rebates up to 50 percent of the cost of EV Supply Equipment.

- a) However, SDAP disagrees as a commercial EV rate was agreed to be available to the MHD sector and SDGE agreed to file an application for a MHD commercial EV rate within 6 months of the Decision.
 - i) How will parties educate and plan if SDGE is not supportive.
 - ii) SDAP believes it is relevant as planning is how parties will “adopt”.
 - iii) Please answer.

SDG&E Response

SDG&E objects to this request as vague, ambiguous, and calling for speculation..