

NATIONAL DIVERSITY COALITION (NDC) DATA REQUEST
NDC-SDG&E DR-04
POWER YOUR DRIVE 2.0 (A.19-10-012)
SDG&E RESPONSE
DATE RECEIVED: APRIL 07, 2020
DATE RESPONDED: APRIL 22, 2020

NDC DATA REQUEST

Question 1

Aside from the hundreds of potential site hosts on the PYD Pilot interest list, you state that several existing PYD customers have requested additional ports.

- a) Provide a list of existing PYD customers who have requested additional ports, the number of current ports in each site, and the number of additional ports requested.
- b) Of the 2,000 additional ports proposed to be installed in PYD 2, how many will be installed in new sites and how many will be added on to existing sites?
- c) What is the average cost per port to be installed in a new site and what is the average cost per port of additional ports in existing sites?

SDG&E Response

- a) The following existing PYD customers have requested additional ports. The specific additional port request is provided after the preliminary interest is communicated.
 - 1) MF160106 (8 ports installed)
 - 2) WP170207 (7 ports installed)
 - 3) WP170002 (18 ports installed)
 - 4) MF180115 (24 ports installed)
 - 5) MF180099 (18 ports installed)
- b) Site evaluation, selection and contracting has not yet occurred for the PYD Extension Program. This will not begin until after a final decision is issued.
- c) SDG&E's PYD Extension application cost estimate assumes an average cost per port of \$23.7K before escalation. The average cost per port of additional ports at existing sites is not known at this time and would depend on the location of the additional ports and site-specific conditions.

NATIONAL DIVERSITY COALITION (NDC) DATA REQUEST
NDC-SDG&E DR-04
POWER YOUR DRIVE 2.0 (A.19-10-012)
SDG&E RESPONSE
DATE RECEIVED: APRIL 07, 2020
DATE RESPONDED: APRIL 22, 2020

Question 2

What is the basis for the 90-day cutoff used in the September 2019 PYD Pilot Report in computing incremental EV adoption? Did SDG&E conduct a survey to more accurately assess whether the installation of EV charging ports impacted the decision to purchase or lease an EV? If so, please provide survey results.

SDG&E Response

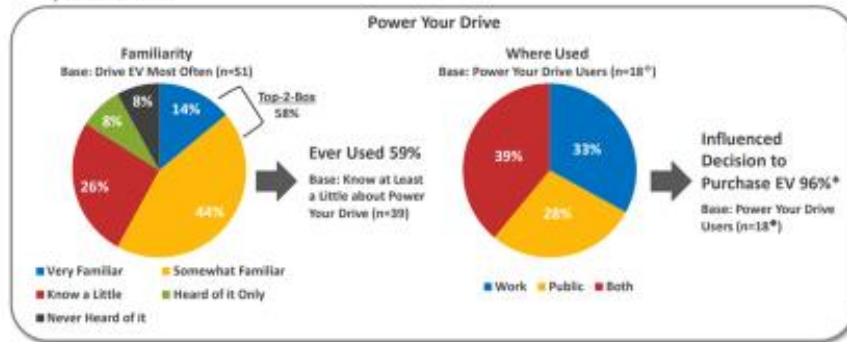
To assess incremental EV adoption due to the presence of PYD ports, SDG&E calculated the number of drivers that have charged in the program 90 days after the commissioning of a site. SDG&E assumes that drivers who charge prior to the 90-day window were likely already on the path to acquire an EV regardless of the presence of PYD ports. The 90-day window is based on SDG&E’s best assessment of a reasonable time frame for incremental adoption. SDG&E performed a customer survey shared with the Program Advisory Council (“PAC”) on April 7, 2020. Below are the two slides relating to the survey that was shared with the PAC.

Power Your Drive - Research Survey Preliminary Results



Over half of consumers who most often drive a plug-in hybrid/EV are at least somewhat familiar with SDG&E’s Power Your Drive (PYD) program (58%).

- Of these, more than half (59%) have used a PYD charging station at work, in public or both.
- Among the few Power Your Drive users, nearly all (96%) say availability of PYD stations influenced their decision to purchase an EV*.



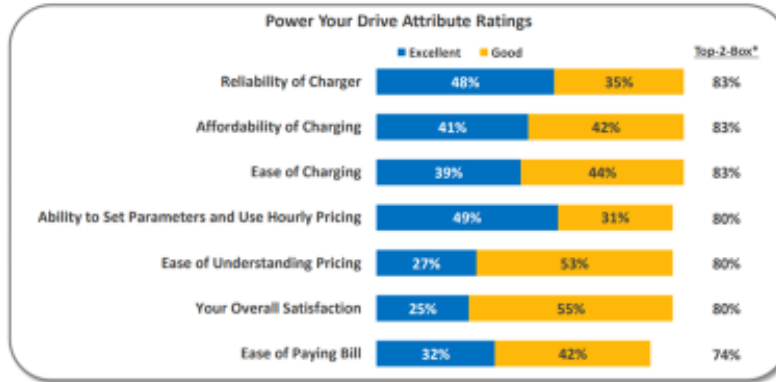
? How familiar are you with the SDG&E Power Your Drive program? Have you ever used an SDG&E Power Your Drive charging station?
 * Where have you used the SDG&E Power Your Drive charging station? How much did the availability of SDG&E's Power Your Drive charging stations positively influence your decision to purchase your electric vehicle?
 Base: Gen Pop base varies by visual. * % "highly" or "somewhat" influenced decision to purchase EV. † Caution: Small base size.

**NATIONAL DIVERSITY COALITION (NDC) DATA REQUEST
 NDC-SDG&E DR-04
 POWER YOUR DRIVE 2.0 (A.19-10-012)
 SDG&E RESPONSE
 DATE RECEIVED: APRIL 07, 2020
 DATE RESPONDED: APRIL 22, 2020**

**Power Your Drive - Research Survey Preliminary Results
 (cont.)**



Most of the handful of participants who have used Power Your Drive are satisfied with the program and its key attributes. "Ease of paying the bill," ranks slightly lower than the other attributes.



? Please rate the SDGE Power Your Drive charging station on each of the following.
 Base: Gen Pop Power Your Drive Users (n=18)*. * Caution: Small base size. * Top-2-Box on a 5-point scale.

**NATIONAL DIVERSITY COALITION (NDC) DATA REQUEST
NDC-SDG&E DR-04
POWER YOUR DRIVE 2.0 (A.19-10-012)
SDG&E RESPONSE
DATE RECEIVED: APRIL 07, 2020
DATE RESPONDED: APRIL 22, 2020**

Question 3

Do all 2,577 drivers enrolled in the PYD Pilot program own their EVs? If not, what percentage owns versus leases the EV?

SDG&E Response

SDG&E does not collect vehicle ownership type (purchase vs lease) as part of the PYD driver enrollment process. SDG&E's most recent PYD semi-annual report shows that 3,770 drivers enrolled in the program.

NATIONAL DIVERSITY COALITION (NDC) DATA REQUEST
NDC-SDG&E DR-04
POWER YOUR DRIVE 2.0 (A.19-10-012)
SDG&E RESPONSE
DATE RECEIVED: APRIL 07, 2020
DATE RESPONDED: APRIL 22, 2020

Question 4

Please provide the following information for all PYD Pilot program sites in an Excel spreadsheet:

- a) Whether site is a workplace or a MUD.
- b) Whether site is a parking lot or a structure.
- c) Whether site is in a DAC or non-DAC.
- d) Number of charging ports per site.
- e) Total direct costs per site.
- f) Total overall costs per site.
- g) Number of unique drivers registered per site.
- h) Average utilization rate per site.

SDG&E Response

Data for questions 4A – 4H is provided in the attached excel file DR 4 – Q4. Please note that the average utilization rate per site is a function of actual charging station use and expected charging station use. Expected charging station use is different for workplaces versus MUDs.

**NATIONAL DIVERSITY COALITION (NDC) DATA REQUEST
NDC-SDG&E DR-04
POWER YOUR DRIVE 2.0 (A.19-10-012)
SDG&E RESPONSE
DATE RECEIVED: APRIL 07, 2020
DATE RESPONDED: APRIL 22, 2020**

Question 5

On page 12 of the September 2019 PYD Pilot Report, average savings per kWh is \$0.14 for Rate-to-Host (RTH) billing and \$0.25 in the Rate-to-Driver (RTD) option. To what does SDGE attribute the substantial savings (~44% more savings per kWh) of RTD over RTH?

SDG&E Response

The data suggests that drivers at a RtD site save more per kWh because they are more price sensitive. Results from the latest semi-annual report show that about half of PYD drivers charge at Rate to Driver sites. Rate to Driver sites paid an average of ~25% less per kWh than RtH sites, and less than 1% of RtD consumption occurred during VGI pricing events. These savings are likely due to customers' responsiveness to pricing signals.

NATIONAL DIVERSITY COALITION (NDC) DATA REQUEST
NDC-SDG&E DR-04
POWER YOUR DRIVE 2.0 (A.19-10-012)
SDG&E RESPONSE
DATE RECEIVED: APRIL 07, 2020
DATE RESPONDED: APRIL 22, 2020

Question 6

Why can't the RTD option be retained for workplace sites for PYD 2? If entirely impossible to offer, are there alternative billing arrangements that SDG&E could provide to at least approximate RTD?

SDG&E Response

In the workplace scenario, SDG&E will sell energy consumed at each charging site to the customer of record (the site host or EVSP), based on the utility smart meter at each site. SDG&E will not have access to the charging station internal meters, won't be able to verify the accuracy of the billing data from the charging station meters, and can't effectively respond to customer inquiries about issues with billing at these sites since SDG&E won't own and isn't responsible for the charging equipment, the accuracy of the internal meters, and testing / repairing / replacing them (as required by Electric Rule 18 for utility-owned meters).¹ Since SDG&E will not be collecting individual charging session data at workplace sites SDG&E will not be able to bill drivers directly (The "Rate-to-Driver" model).

Billing drivers at these workplace PYD Extension Program sites would be the responsibility of the site host in conjunction with the EVSP. The site host/EVSP may offer various billing arrangements to drivers as negotiated between the vendor and the program participant.

¹ SDG&E Rule 18 document, see https://www.sdge.com/sites/default/files/elec_elecrules_erule18.pdf

**NATIONAL DIVERSITY COALITION (NDC) DATA REQUEST
NDC-SDG&E DR-04
POWER YOUR DRIVE 2.0 (A.19-10-012)
SDG&E RESPONSE
DATE RECEIVED: APRIL 07, 2020
DATE RESPONDED: APRIL 22, 2020**

Question 7

Please provide additional details regarding the data on usage rates at EV site installations and charging stations provided on page 20 of the September 2019 PYD Pilot Report. Define and explain terms including frequency per quartile of drivers and charging sessions volume and kWh sold per facility.

SDG&E Response

The facility utilization table ranks PYD sites by usage and groups them into quartiles. The “Volume” column of the table shows how many drivers charged at the sites in that quartile, or “frequency per quartile of drivers.” The “Volume” column of the table also shows how many sessions took place at sites in a given quartile, or “charging sessions volume”. The “kWh sold” column of the table shows how many kWh were used at a group of sites.

NATIONAL DIVERSITY COALITION (NDC) DATA REQUEST
NDC-SDG&E DR-04
POWER YOUR DRIVE 2.0 (A.19-10-012)
SDG&E RESPONSE
DATE RECEIVED: APRIL 07, 2020
DATE RESPONDED: APRIL 22, 2020

Question 8

Please expound on the statement “SDG&E will minimize costs by utilizing a competitive solicitation and leveraging lessons learned from the PYD Pilot” (BAS-17). What aspects of the program will have competitive solicitation and what particular lessons are leveraged from the PYD Pilot to minimize costs?

SDG&E Response

The largest cost category for the PYD Pilot program and proposed PYD Extension Program is for third party construction contracts. SDG&E will have a competitive solicitation process for awarding these construction contracts. In addition, all awarded contracts for the program will go through SDG&E’s standard supply management practices for evaluating and awarding contracts.

The table below, in response to the prior data request ED-SDG&E DR-01 for the PYD Extension Application, describes lessons learned from the PYD Pilot and how those lessons learned influenced the cost estimates for the PYD Extension Program.

Program Phase / Cost Category	Lessons Learned from Power Your Drive (PYD) Pilot	PYD Extension Cost and Schedule Assumptions
Customer Acquisition & Site Selection	Allow for adequate timelines to complete site walk-throughs, evaluation process, and negotiations of easements and site agreements.	Additional time allocated for site selection process at the beginning of program prior to commencing construction activities. SDG&E also identified potential customers/sites that have expressed interest in PYD, which has potential to save on outreach, education and marketing costs. Leverage SDG&E experience involved in site acquisition and sales process during PYD Pilot for Extension Program.
Engineering Design	Leverage program engineering design process from later stages of PYD Pilot and minimize design costs during site selection and walk-through process.	FEED (Front End Engineering Design) costs of \$200K included in PYD Extension estimate for upfront site evaluation support to reduce potential redesign costs during later stages of program. Maintain efficiencies gained for third party engineering design by reducing number of sites that need parallel design and site selection activities.
Program Management	Optimize program execution by utilizing SDG&E resources for program management.	Unlike PYD Pilot, no third-party program management support included in PYD Extension estimate.
Construction	Construction contractor costs for single site bids usually came in higher than bundled site bids.	Multiple IFC-ready (issued for construction) sites are awarded to third party construction contractors at one time, which reduces risk to contractor and allows for more consistent scheduling and resource planning.

NATIONAL DIVERSITY COALITION (NDC) DATA REQUEST
NDC-SDG&E DR-04
POWER YOUR DRIVE 2.0 (A.19-10-012)
SDG&E RESPONSE
DATE RECEIVED: APRIL 07, 2020
DATE RESPONDED: APRIL 22, 2020

<p>Site Commissioning & Close-out</p>	<p>EVSE commissioning process and validation of data is complex and needs appropriate applications and staffing support.</p>	<p>Estimate does not include application build-out costs for billing system integration since these costs were incurred during PYD Pilot program.</p> <p>Maintains resources needed for site commissioning and billing setup as well as additional resources for rebate administration that were not part of initial PYD Pilot program.</p>
---	--	---

**NATIONAL DIVERSITY COALITION (NDC) DATA REQUEST
NDC-SDG&E DR-04
POWER YOUR DRIVE 2.0 (A.19-10-012)
SDG&E RESPONSE
DATE RECEIVED: APRIL 07, 2020
DATE RESPONDED: APRIL 22, 2020**

Question 9

Will workplace sites have the option to have end-to-end utility ownership under PYD 2? Will they be charged a participation payment if they so choose to have end-to-end utility ownership? Will RTD be available?

SDG&E Response

Under the proposed program design, workplace sites will not have the option of SDG&E end-to-end utility ownership.

**NATIONAL DIVERSITY COALITION (NDC) DATA REQUEST
NDC-SDG&E DR-04
POWER YOUR DRIVE 2.0 (A.19-10-012)
SDG&E RESPONSE
DATE RECEIVED: APRIL 07, 2020
DATE RESPONDED: APRIL 22, 2020**

Question 10

Will data gathering be hampered by customer ownership of EVSE? If so, which specific data will not be available to SDG&E under a customer-owned EVSE?

SDG&E Response

SDG&E will continue to collect site attribute data under the PYD Extension Program and facility usage data from the site smart meter. SDG&E will be unable to receive charging session data, port consumption data, and driver data for customer-owned EVSEs.

END OF RESPONSES