

**THE UTILITY REFORM NETWORK (TURN) DATA REQUEST**  
**TURN-SDG&E-DR-02**  
**SDG&E POWER YOUR DRIVE (PYD) 2.0 (A.19-10-012)**  
**SDG&E RESPONSE**  
**DATE RECEIVED: JANUARY 28, 2020**  
**DATE RESPONDED: FEBRUARY 10, 2020**

**TURN DATA REQUEST**

**Question 1**

Re the Attachment to TURN-1, question 1, TURN notes that there is very little, or at least very mild “economies of scale”, such that sites with more ports cost less per port. If SDG&E agrees with this contention, please explain why its site costs do not demonstrate economies of scale and quantify where possible, providing all supporting workpapers. If SDG&E does not agree, please explain and quantify the economies of scale experienced, providing all supporting workpapers.

**SDG&E Response**

While SDG&E believes that there are some economy of scale benefits shown between sites with fewer ports and sites with higher port counts in the spreadsheet provided in response to TURN-1, question 1, there are circumstances that make these type of calculations challenging overall for the following reasons:

- Each site is different and custom designed, regardless of the port counts. The physical location is one of the factors contributing to site installation costs. For example, on some sites, ports were installed close together, and while on other sites, it was necessary to spread ports out over a larger area, depending on the physical nature of the site.
- There are different trenching lengths associated with almost every job, and those lengths (along with the material being trenched) are one of the factors which contribute to the overall site installation cost. Sites with similar port counts can have vastly different site installation costs, due in part to the difference in trenching differences.
- Some sites required additional ADA expenditures, which contributed to higher overall site costs independent of port counts.
- Additionally, a majority of the sites constructed at the end of the construction period were grouped and then the overall installation prices for those groups were negotiated with the contractors. This makes it difficult for SDG&E to accurately capture costs at a granular level for these sites individually.

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**Question 2**

SDG&E states in its responses to TURN-1, question 13, that 1,090 drivers adopted their EV due to the program (were “incremental”), counting all unique users of PYD charging stations after 90 days when the site became available for use. Please provide, separately, the number of “incremental” or “unique” drivers given the following instead of the 90-day cutoff, and provide supporting workpapers in Excel:

- a. 4 months (120 days);
- b. 6 months (180 days);
- c. 9 months (270 days);
- d. 1 year (365 days).

**SDG&E Response**

The following table summarizes the incremental drivers based on the requested criteria. There are a few sessions that have since been validated and are now showing up as incremental drivers during that timeframe. Therefore, the count using the 90-day count has also updated.

<b>Days</b>	<b>Drivers</b>
<b>90</b>	1109
<b>120</b>	926
<b>180</b>	690
<b>270</b>	466
<b>365</b>	326

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**Question 3**

Re SDG&E's response to TURN-1, question 8, Excel attachment, please provide SDG&E's marginal cost forecast through 2030 (e.g. from 2014-2030), in the same format with all the same data provided in the question 8 Excel attachment.

**SDG&E Response**

See attached spreadsheet, "Marginal Energy Cost\_2014\_30.xlsx".

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**Question 4**

Re SDG&E's response to TURN-1, question 5, and related Excel attachment:

- a. Please confirm that "site circuit event" and "site system event" hours correspond to when the D-CPP and CPP hourly prices were charged to sites;
- b. SDG&E still has not provided a response and corresponding data for part (c) of this question. Please provide this data in Excel.
- c. Please explain why sites have differing number of hours in a year for a "site circuit event."
- d. For CPP events ("Site System Events" tab) please explain whether sites experience different CPP times. If so, why is this the case given that it's a system value? Does this spreadsheet reflect when chargers were energized to experience a CPP event, which accounts for the difference in times (days, hour, year) among sites? Please explain.

**SDG&E Response**

- a. Site Circuit Event = D-CPP  
Site System Event = CPP
- b. See attached spreadsheet, "TURN DR-01 Q5c.xlsx".
- c. "Site Circuit Events" spreadsheet reflects only circuit event hours (D-CPP) for each circuit. Not all circuits had the same number of D-CPP events.
- d. System events (CPP) apply to all active PYD sites. "Site System Events" spreadsheet reflects CPP event hours for a site only when the site was an active PYD sites. If two sites began/ended PYD service at different times during the year, they will show a different number of CPP event hours.

**Question 5**

Please provide the recorded and estimated revenue requirement charged to ratepayers of the PYD pilot on an annual basis for the full depreciated life of the program (e.g. full depreciation of all assets and ongoing maintenance costs through the end of the program). Please provide in Excel in nominal fully loaded dollars, including all costs expected to be charged to ratepayers due to the pilot.

**SDG&E Response**

The table below summarizes the PYD Pilot program's current revenue requirement estimate for the authorized program budget of \$45 million. Please see the attached Excel file, "VGI Revenue Requirement - \$45M Authorized Budget" for further details.

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**PYD Pilot - Revenue Requirement Estimate<sup>1</sup>**

(\$ in Thousands)	2015-2019	2020	2021	2022	2023	2024	2025-2064	Total
<b>FERC &amp; CPUC Jurisdictions</b>	\$10,989	\$8,922	\$8,626	\$7,547	\$6,834	\$6,460	\$26,761	\$76,212

The revenue requirement includes the capital related depreciation expense, return on investment, federal and state income taxes, property taxes, working cash, and franchise fees and uncollectibles (FF&U) associated with the costs of the installed equipment. It also includes the operations and maintenance (O&M) costs during the implementation of the program. The table above excludes ongoing maintenance costs, which are projected to be an annual cost of \$3-\$4 million.

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<sup>1</sup> The PYD Pilot Revenue Requirement estimate has been updated to reflect authorized changes in SDG&E's 2019 GRC Decision including the depreciation life for Electric Vehicle Service Equipment and the FF&U rate.

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**Question 6**

In Excel, from 2014-2019, please provide on an hourly basis the average total VGI rate (\$/kWh) for workplace and MuD sites, separately. Please provide all supporting workpapers.

**SDG&E Response**

The file provided in response to TURN DR-01 (TURN DR-01 Q7.xlsx) provides the requested price per kWh per site per hour.

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**Question 7**

Please provide the percentage and total of PYD customers that charged at both workplace PYD sites and MuD PYD sites during the pilot.

**SDG&E Response**

0.53% of all drivers have charged at both a workplace and a MUD PYD site.

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**Question 8**

For customers with access only to workplace PYD chargers, please provide the percentage of charging these customers accomplished at work versus residential charging. Please provide all supporting workpapers in Excel. If not available for all customers please provide a random sample of 200 customers.

**SDG&E Response**

SDG&E does not have visibility into non-PYD charging and is unable to know how much charging occurs outside of the workplace for a PYD driver.



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**Question 9**

Please provide the number of BEVs vs. PHEVs (Battery Electric Vehicles vs. Plug-in Hybrid Vehicles) that participated in the PYD pilot. Please provide all supporting workpapers in Excel.

**SDG&E Response**

SDG&E does not capture vehicle type as a part of the PYD Pilot registration process.

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**Question 10**

Regarding SDG&E's seventh semi-annual report (corrected), page 13, "Power Your Drive Trends," please provide an explanation, including exactly how the statistic was calculated and a quantitative example if applicable, and all supporting workpapers and calculations in Excel, for the following statistics:

- a. 502 MT of GHG emissions reduced;
- b. 179,334 Gallons of Gasoline Eliminated;
- c. 4,404,860 Electric Vehicle Miles enabled;
- d. \$282,757 in fuel cost savings;
- e. 86% of kWh usage during Off-peak and Super Off-peak hours.

**SDG&E Response**

The workpapers supporting answers (a), (b), and (c) are attached (TURN DR 02 Q10.xlsx). As noted in Q2 above, additional sessions have been validated and now are showing up in our data. The updated Electric Vehicle Miles enabled number is 4,405,180.

The calculation for (d) is based on the average price per gallon of \$3.522 and comparing the total gallons of gasoline eliminated to the actual billed amount for drivers. In order to show the workpapers for this calculation, the usage per site per hour must be shown. As identified in TURN DR-01, this data cannot be shared at this level of granularity due to customer confidentiality.

The workpaper supporting answer (e) is attached (TURN DR 02 Q10e.xlsx).

**END OF RESPONSES**