TURN DATA REQUEST-040
SDG&E-SOCALGAS 2019 GRC – A.17-11-007/8
SDG&E_SOCALGAS RESPONSE
DATE RECEIVED: APRIL 2, 2018
DATE RESPONDED: APRIL 20, 2018

Data Request No: TURN SEU 040
Exhibit Reference: SCG-23
Witness: Herrera
Subject: NGV Fueling Stations

1. Regarding the Current NGV Projects Summary of Results table (SCG-23-CWP, p. 85), please identify the 2017 recorded expenditure.

Utility Response 01:

2017 NGV CAPITAL EXPENSES (Nomial $)				
GRC Workpaper	**Labor**	**NonLabor**	**Other**	**Total**
00734A.001	54,484	635,146	-	689,630
00734A.002	56,603	802,772	-	859,375
00734A.003	44,860	1,756,312	-	1,801,172
00734A.004	13,049	233,005	-	246,054
00734A.005	28,148	556,194	-	584,342
00734A.006	19,636	589,691	-	609,326
00734A.007	28,114	1,064,218	-	1,092,332
00734A.008	17,194	536,359	-	553,553
00734A.009	182	69,555	-	69,737
00734A.010	4,558	73,963	-	78,521
00734B	43,525	824,451	(150,000)	717,977
00734C	2,662	301,407	-	304,070
00734D	458	154,866	-	155,324
Total	**313,473**	**7,597,940**	**(150,000)**	**7,761,413**

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2. Regarding the NGV Refueling Station 2017 capital forecast on p. 100 of SCG-23-CWP, please identify the 2017 recorded expenditure.

Utility Response 02:

Please see response 1.

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3. How many (i) vehicle bases and (ii) headquarters does SCG have in its service territory in total?

Utility Response 03:

i. SoCalGas does not use the term "vehicle bases" so interprets this question as seeking the number of garages in SoCalGas' service territory. As noted on page CLH-27, lines 2-3, SoCalGas has 48 Fleet garages.

ii. SoCalGas does not understand what types of facilities are intended by the term "headquarters." Please see Table CLH-14, on page CLH-31, which provides the number of SoCalGas-owned facilities by facility type.

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4. Regarding NGV Stations:

a. How many (i) vehicle bases and (ii) headquarters currently have NGV fueling infrastructure?
b. How many vehicles per pump does SCG plan for?
c. Please identify the reduction in vehicle miles travelled (VMT) by the current fleet of NGVs—for reasons that may include but not be limited to the possibility that vehicles will not need to travel as far to fill up while in the field—that SCG believes may result as a consequence of the additional NGV stations that the company plans to build in the period 2017-2021. If SCG believes that it will not experience any drop in VMT by the current fleet of NGVs, why is this so?
d. For each proposed Fleet-Public NGV station, please indicate the approximate distance to the nearest existing public-access NGV station. To the extent SoCalGas contends that the existing public-access NGV station does not meet a purpose SoCalGas claims will be met by its proposed Fleet-Public NGV station, please identify each such purpose and describe why it is not met by the existing station.
e. For each current vehicle base and headquarters facility with SCG-owned NGV fueling facilities, please indicate whether there is capacity to increase the number of NGVs based at the location. For each base or headquarters location where there is available capacity, please identify the incremental number of NGVs that could be supported. (Please respond to this request by answering for three separate assumptions: the number of incremental (i) light-duty, (ii) medium-duty, and (iii) heavy duty NGVs that can be supported with the existing excess capacity.. For each location where there is not such capacity, please identify and briefly discuss each factor limiting such capacity.

Utility Response 04:

Response Pending

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d. For each proposed Fleet-Public NGV station, please indicate the approximate distance to the nearest existing public-access NGV station. To the extent SoCalGas contends that the existing public-access NGV station does not meet a purpose SoCalGas claims will be met by its proposed Fleet-Public NGV station, please identify each such purpose and describe why it is not met by the existing station.
e. For each current vehicle base and headquarters facility with SCG-owned NGV fueling facilities, please indicate whether there is capacity to increase the number of NGVs based at the location. For each base or headquarters location where there is available capacity, please identify the incremental number of NGVs that could be supported. (Please respond to this request by answering for three separate assumptions: the number of incremental (i) light-duty, (ii) medium-duty, and (iii) heavy duty NGVs that can be supported with the existing excess capacity.. For each location where there is not such capacity, please identify and briefly discuss each factor limiting such capacity.

Utility Response 04:

a. i. 25 SoCalGas Operating bases/Multi-use sites currently have Fleet NGV refueling infrastructure
a.ii. 3 SoCalGas Regional Headquarters currently have Fleet NGV refueling infrastructure.

Utility Response 04:-CONTINUED

b. SoCalGas assumes that this question is in response to SoCalGas Fleet fueling and responds accordingly: SoCalGas does not make planning decisions based on the number of vehicles per fill station. Instead, in order to meet SoCalGas' goal of a majority AFV fleet, SoCalGas scopes on average 44 slow-fill hoses for Fleet vehicle fueling.

c. SoCalGas has not assessed the reduction in VMT by the current fleet of NGVs may result as a consequence of the additional NGV stations that the company plans to build in the period 2017-2021. SoCalGas' service territory encompasses approximately 20,000 square miles in diverse terrain throughout Central and Southern California, from Visalia to the Mexican border. SoCalGas operating bases, and subsequently employees and vehicles are located throughout the service territory to best serve our customers. With 4,400+ over-the-road vehicles currently in the SoCalGas Fleet, SoCalGas forecasts the need for additional NGV refueling stations as the number of NGV vehicles in SoCalGas' Fleet increases, in order to maintain vehicle usage patterns (e.g. drive time between refueling) for AFVs similar to usage patterns for non-AFVs. If no additional stations are added SoCalGas anticipates additional costs related to extra non-productive time to drive from a no-NGV station base to a base with an NGV station. As an example, to drive from Monterey Park, a no-NGV station base, to the nearest SoCalGas owned NGV station at Pico Rivera could take up to 80 minutes one way depending on time of day. SoCalGas would also anticipate additional fuel costs and vehicle maintenance due to additional miles driven, as well as costs related to additional FTE requirements due to extra non-productive drive time to refuel CNG vehicles.

d. SoCalGas objects to this request on the grounds that it is unduly burdensome to the extent the information is equally available to the requester. Subject to and without waiving these objections, SoCalGas responds as follows: Please see the 2014 non-proprietary Fleet base data included in the attached spreadsheet, TURN_DR-040-Q4d-Planned Fleet-Public NGV Station List.

Please see the listing and map of public NGV stations reported to the Department of Energy for the most up to date information at https://www.afdc.energy.gov/fuels/natural_gas_locations.html#/find/nearest?fuel=CNG. Please see the below listing of SoCalgas proposed new Fleet-Public NGV stations address'.

Utility Response 04:-CONTINUED

Current Fleet-Public NGV Stations Upgrades	**Address**
Azusa	950 N. Todd Ave, Azusa CA 91702
Compton	700 N. Long Beach Blvd, Compton CA 90221
Garden Grove	12631 Monarch Street, Garden Grove CA 92841
Murrieta	25620 Jefferson Ave, Murrieta CA 92562
San Pedro	755 W. Capitol Dr, San Pedro CA 90731

Utility Response 04:-CONTINUED

Current Public NGV Stations Upgrades	
Autogas	N/A
ERC	9240 Firestone Blvd, Downey CA 90241
Oxnard	1650 Mountain View Ave, Oxnard CA 93030
Current Fleet Only NGV Station Upgrades to Add Public Access Station	
Chino	13525 12th Street, Chino CA 91710
New Fleet-Public NGV Stations	
Beaumont	251 E. 1st St, Beaumont CA 92223
Blythe	13100 W. 14th Ave, Blythe Ca 92225
Branford	12475 Branford St, Pacoima CA 91331
Corona	1775 Sampson Ave, Corona CA 92879
Fontana	16231 Valley Blvd, Fontana CA 92335
Ramona	25200 Trumble Rd Romoland CA 92380
Redlands	1981 W. Lugonia Ave, Redlands CA 92374
San Luis Obispo	750 Industrial Way, San Luis Obispo CA 93401
Santa Maria	3138 Industrial Parkway, Santa Maria CA 93455
Valencia	24650 Avenue Rockefeller, Valencia CA 91355
Visalia	404 N. Tipton Street, Visalia CA 93292

e. Sites with current NGV infrastructure are scoped with the available space at the time of installation. As business needs and parking requirements change over time, additional slow-fill NGV hoses can be added to existing sites. There are a variety of factors that could affect capacity at an existing site, including but not limited to: existing natural gas pipelines within the site, compressor size, dryer equipment, electrical panels, pakring space requirements, parking layout, etc. As stated in response to 4b, SoCalGas scopes on average 44 slow-fill hoses for Fleet vehicle fueling to support the majority AFV fleet goal.

Utility Response 04:-CONTINUED

Current Fleet slow-fill stations and # of vehicles by site:

Location	Slow Fill Hoses	# of Units
182ND	52	51
ALHBRA	45	6
ANAH	54	53
AZUSA	52	52
BKRFLD	8	6
BRNFRD	13	6
CHINO	52	24
CHWRTH	18	15
COMPTN	44	51
CRNSHW	42	56
DOWNEY	46	3
FNTANA	68	5
GRDGRV	48	39
HTNGPK	46	36
LNCSTR	31	20
MURRTA	47	15
OXNARD	51	30
PICORV	14	24
PMDSRT	47	37
PSDENA	66	49
RIVRSD	53	26
SATCOY	48	43
SNANA	44	41
SNBARB	15	15
SNBDNO	58	46
SNMNCA	39	60
SNPDRO	38	20
YUKON	62	40

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5. In response to ORA-SCG-43-2h.1, SCG states in part, "…NGV infrastructure to refuel is put in place to support the expanded reach of AFV and allow for Fleet vehicles to be interchangeable throughout the service territory without the constraint of only being able to assign AFVs to bases where current refueling infrastructure exists." Please:
    a. Describe further what SCG means by, "expand the reach of AFV," in the context of the response.
    b. Please identify the three most common reasons that vehicles are interchanged between bases. For each reason, please indicate which vehicle class it impacts and state how many times (i) conventionalpowered vehicles (gasoline or Diesel) and CNG-powered vehicles were interchanged in 2016.
    c. Please identify the three largest operational benefits of interchangeability.
    d. Please identify the three largest impacts on costs that result from lack of interchangeability.

Utility Response 05:

a. "Expand the reach of AFV" is meant to describe allowing AFVs the capability to travel throughout SoCalGas' service territory in the same manner as a non-AFV.

b. SoCalGas does not track vehicle interchanges. By way of example, vehicle interchanges might occur as a result of prolonged vehicle breakdowns at one site, with an available vehicle at another site being deployed in place for the broken down vehicle; projects start and end and vehicles are redeployed from one project to another; vehicles permanently changing reporting base; and, employees with AFVs temporarily reporting to a site other than their home base.

c. SoCalGas has not assessed the three largest operational benefits of interchangeability. Based on experience, SoCalGas would see benefits like vehicles having the same refueling capability at any SoCalGas base, similar to existing gasoline powered vehicles; Employees/vehicles would be able to report to alternate bases in support of other workgroups; emergency response scenarios would allow any vehicle to be deployed throughout the sevice territory without consideration of available NGV refueling infrastructure at nearby bases.

d. SoCalGas has not assessed the three largest impacts on costs that result from lack of interchangeability. Based on experience, SoCalGas would see cost impacts from the following: units may sit idle if they cannot be interchanged to a site without Fleet NGV refueling; Temporary work assignments to non-NGV sites would require the user to travel to other sites to refuel at retail rates or utilize gasoline fuel only for Bi-Fuel powered vehicles.

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6. Does SCG base any NGVs at locations that do not have NGV fueling stations?
   a. If not, why not?
   b. If so, please identify by name each vehicle base and headquarters location that has CNG vehicles but does not have NGV fueling stations, and identify the number of vehicles currently based at each identified facility according to each of the following categories:
      i. Vehicles lighter than medium duty (CNG)
      ii. Vehicles lighter than medium duty (conventional)
      iii. Medium-duty vehicles (diesel)
      iv. Medium-duty vehicles (CNG)
      v. Heavy-duty vehicles (diesel)
      vi. Heavy-duty vehicles (CNG)

Utility Response 06:

Yes, as of the time of this data request response SoCalGas has 127 CNG vehicles at bases that do not currently have Fleet slow-fill NGV refueling infrastructure. Please see attached, TURN_DR-040-Q6-non-NGV Locations Vehicle Types.

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7. Please identify by name each location that currently has NGV fueling infrastructure and identify the number of vehicles currently based at each identified facility according to each of the following categories:
a. Vehicles lighter than medium duty (CNG)
b. Vehicles lighter than medium duty (conventional)
c. Medium-duty vehicles (diesel)
d. Medium-duty vehicles (CNG)
e. Heavy-duty vehicles (diesel)
f. Heavy-duty vehicles (CNG)

Utility Response 07:

7a – 7f. Please see attached TURN_DR-040-Q7-NGV Locations Vehicle Fuel Types

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8. Please identify the recorded cost of SCG's compressed natural gas purchases from third-party dispensers for each year, 2012-2017. Are such costs included in the Automotive Fuels expense that is set forth in Table CLH-11 on p. CLH-26? If not, but the costs are included elsewhere in the recorded costs presented in SCG's testimony or workpapers, please identify by volume and page number where the costs are included.

Utility Response 08:

Yes, the costs for 3rd party CNG purchases are included in SCG-23-WP, 2RF002.001. Please see below for the recorded costs of these purchases for the period 2012 – 2017.

TURN_DR-040-Q8-3rd Party NGV Fuel Expense						
Expense (Nominal whole dollars)	**2012**	**2013**	**2014**	**2015**	**2016**	**2017**
MATL-NGV FUEL	$ 42,340	$ 57,355	$ 68,949	$ 120,210	$ 108,763	$ 31,453

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9. Regarding the list of NGV Fueling Station projects that SCG provides at p. 118 of SCG-23-CWP:
a. Given that both of Ramona and La Jolla are in SDG&E's service territory, why is SCG building new NGV stations in Ramona and La Jolla?
b. Given that SCG appears to already own a CNG refueling station in Murrieta (according to the information at (www.socalgas.com/for-yourbusiness/ natural-gas-vehicles/cng-stations), why is the company planning to build a new station in Murrieta?
c. Given that there are three public CNG fueling stations in Fontana, all with heavy-duty fueling capability (according to information at www.socalgas.com/for-your-business/natural-gas-vehicles/cng-stations), why is SCG building a CNG fueling station in Fontana?

Utility Response 09:

a. The Ramona and La Jolla bases are both within SoCalGas' service territory, not in SDG&E's service territory. The names of SoCalGas bases often refer to the street name of the original base location. The Ramona base is located in Romoland, CA, and the La Jolla base is located in Anaheim, CA.

b. Please see the confidential attachment "ORA-SCG-144-LMW-NGV Stations (updated)", previously provided to ORA in response to ORA-SCG-144-LMW and included with this response, that updates information in Supplemental Capital workpaper 734-NGV Stations. The attachment more clearly categorizes each station into Fleet only vs. Fleet-Public categories. The Murrieta station is an upgrade to existing Fleet-Public infrastructure, not a net-new station.

c. Please see response 4d. In addition, two stations were found to be within 3 miles of the proposed Fontana NGV Fleet-Public NGV station.

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10. Please identify the number of New Fleet-Public NGV Stations and New Fleet NGV Stations that SCG plans to complete in 2020 and 2021.

Utility Response 10:

Response Pending

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10. Please identify the number of New Fleet-Public NGV Stations and New Fleet NGV Stations that SCG plans to complete in 2020 and 2021.

Utility Response 10:

SoCalGas objects to this question under Rule 10.1 of the Commission's Rules of Practice and Procedure to the extent it seeks the production of information that is neither relevant to the subject matter involved in the pending proceeding nor is likely calculated to lead to the discovery of admissible evidence, and is outside the scope of this proceeding. SoCalGas objects to this request on the grounds that it calls for speculation. Subject to and without waiving these objections, SoCalGas responds as follows: While SoCalGas has not forecasted expenses beyond the Test Year 2019, SoCalGas anticipates that approximately 12 NGV stations may be installed in 2020 - 2021 contingent that sufficient funding is authorized as requested in the 2019 GRC decision and its Post Test Year (PTY) attrition mechanism.