

UCAN DATA REQUEST
UCAN-SDG&E-DR-06
SDG&E VEHICLE GRID INTEGRATION PROJECT
A.14-04-014
SDG&E RESPONSE
DATE RECEIVED: JULY 1, 2015
DATE RESPONDED: JULY 15, 2015

1. With 119,526 electric vehicles in CalEtc's forecast in 2025 in Table 6-5 at page JCM-17 in J. C. Martin's testimony, if the settlement is adopted how does SDG&E expect to test the management of the grid successfully since the settlement modifies the terms of SDG&E's pilot proposal by having the EVSE site host determine if the EV driver receives the VGI price signal.

SDG&E Response 1:

SDG&E does not understand the pertinence of the reference to Table 6-5 to the rest of the question. In any event, SDG&E will undertake the data collection described in Mr. Martin's testimony, as amplified by Settlement Agreement ¶III.P. and Appendix B for both VGI sites where the site host chooses the VGI Rate-to-Host, as well as for VGI sites where the site host chooses the VGI Rate-to-EV Driver. SDG&E expects the data to reveal the extent to which the VGI Rate influences driver behavior under both options.

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2. Given that the settlement terms change SDG&E's proposal and now gives the EVSE site host discretion to determine who gets the VGI price signal (host or driver) does SDG&E foresee any new proposals or additional programs that would be necessary to address the testing of grid management (either overall or down to the circuit level) for EVs if the settlement is adopted?

SDG&E Response 2:

The settlement terms do not change the fundamental objectives of the VGI proposal. SDG&E does not foresee any new proposals or additional programs that would be necessary to address testing of grid management (either overall or down to the circuit level) for EVs if the settlement is adopted. However, as stated in UCAN DR-05 question 3a response. "No changes to the cost effectiveness analysis as proposed in Ex. SDG&E-6 testimony of JC Martin are anticipated, other than adding data and analysis reflecting the impact of the VGI Rate-to Host option" and as supplemented by Appendix B to the Settlement Agreement. Please note that the referenced answer to UCAN DR-05 was incomplete and should have included the reference to Appendix B.

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3. In terms of grid management, please describe which locations/circuits on SDG&E's system have more potential to contribute to peak demand and which may require added resources should there be widespread adoption of electric vehicles?

SDG&E Response 3:

To answer the question would require speculation as to the location and amount of new EV charging load, as well as the timing, location and other effects of changes in system demand due to growth and other factors. Regardless of individual circuit conditions, the VGI Pilot Program is intended to minimize the impact on the circuit and overall grid, from sites where VGI Facilities are installed. As noted in SDG&E's supplemental testimony (Ex. SDG&E-7 (Schimka, Martin) p. ST-46 lines 1 – 13, and the Appendix A) each circuit has unique properties that lead to its contribution to peak demand, and as such each offer an opportunity to explore VGI program impacts during various times of the year, as well as during various times of day. These properties can include: circuit load factor, hours when peak demand occurs, blend of commercial and residential customer load mix, and level of photovoltaic penetration. As noted in settlement provision paragraph III.L. and Appendix A, programmatic changes will be made on an on-going basis, running concurrent with the program, and these may include, but not be limited to prioritization of the targeted locations to improve circuit representation in the pilot – the size of the program as proposed allows for this flexibility.

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4. In DR5, Q5, UCAN asked the following hypothetical:
“If the “make ready” approach was implemented, could contract terms be arranged to make sure that in return for the site host receiving a subsidy for infrastructure to the stub, charging services could be restricted to time periods that would avoid contributing to the peak? Please explain.”
SDG&E responded: “SDG&E’s VGI Pilot Program Application and Settlement does not include any reference to or consideration of a ‘make ready’ approach.”
To clarify UCAN’s question:
- a. Under the VGI Rate-to-Host option, in return for the site host receiving the EVSE and supporting infrastructure at ratepayer expense, could contract terms be arranged as an alternative to the load management plan on site hosts, that could be imposed that would restrict EV charging services to the utility’s off-peak time periods to avoid contributing to the peak? If so, please explain.”

SDG&E Response 4.a:

As with the price signal provided by the VGI Rate-to-Driver option, the VGI Rate-to-Host option provides the same dynamic hourly price to the site host to encourage EV charging during low cost off-peak times, and to discourage EV charging during high cost peak times. As described in the settlement provisions, paragraph III. B, site hosts electing the VGI Rate-to-Host option are required to submit a load management plan (among other conditions) to be eligible for this option. SDG&E expects the hourly price differentials will encourage site hosts to be creative in devising load management plans. The settlement does not provide for alternative “contract terms” and SDG&E objects to speculating what such terms might be.

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5. Regarding the requirements on the site host to produce a load management plan should the site host opt to receive the VGI signal (as compared to the VGI Rate-to-EV Driver Plan), please explain what information SDG&E would seek and what administrative burdens would be involved in the site host obtaining the data for the load management plan.

SDG&E Response 5:

From ORA DR-08 Q8:

As described in the settlement provisions, paragraph III. B, site hosts electing the VGI Rate-to-Host option in order to be eligible for this option, are required to submit a load management plan (tactics), including the incremental costs and equipment required to implement the load management tactics, the prices or fees that it intends to levy on the VGI Facility users, and any vehicle or EVSE communication system necessary to implement the load management tactics. It is assumed that some of these plans will not have an administrative cost impact and some may, and it would be speculative for SDG&E to guess at what such costs might be. Regarding obtaining data from these sites, since SDG&E will have the data gathered from the VGI Facility meter necessary for billing the site host, these same metered data will be available to monitor the performance of each VGI Facility under the VGI Rate-to-Host option.

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6. The Settlement in Section B, Item 12 states: “SDG&E’s VGI Proposal is modified to allow host sites planning for new construction or major tenant improvements to complete installation of VGI Facilities beyond the 5th year of the VGI Program if the commitment is made by the end of the 4th year of the program.”

Given the specific nature of this provision, are there parties to the Settlement Agreement, or other individuals known to SDG&E that this provision supports?

SDG&E Response 6:

No.