

**ORA DATA REQUEST
 ORA-SCG-DR-035-SWC
 SOCALGAS 2016 GRC – A.14-11-004
 SOCALGAS RESPONSE
 DATE RECEIVED: DECEMBER 31, 2014
 DATE RESPONDED: JANUARY 16, 2015**

Subject: Fleet Services & Facility Operations

Please provide the following:

1. In Exhibit SCG-15, page CLH-8, Table CLH-4, SoCalGas provides the number of vehicles in its fleet as of Year-end 2013. Provide the same information as contained in Table CLH-4 for year 2009 to 2014.

SoCalGas Response:

Number of Vehicles

| Vehicle Types | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 |
|-----------------------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Automobile | 323 | 326 | 335 | 377 | 357 | 325 |
| Compact Trucks and Vans | 584 | 562 | 583 | 619 | 574 | 533 |
| Light Duty Trucks and Vans | 2,608 | 2,493 | 2,564 | 2,599 | 2,654 | 2,567 |
| Medium Duty Trucks and Vans | 544 | 525 | 544 | 579 | 581 | 611 |
| Heavy Duty Trucks and Vans | 80 | 77 | 87 | 82 | 82 | 81 |
| Trailers | 679 | 632 | 715 | 667 | 669 | 705 |
| Construction Equipment | 295 | 342 | 287 | 298 | 287 | 287 |
| Total | 5,113 | 4,957 | 5,115 | 5,221 | 5,204 | 5,109 |

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2. In response to ORA Deficiency Data Request SCG-DEF-007-SWC, SoCalGas provides an Excel spreadsheet. In tab 2 (Fleet Replacements) of the Excel spreadsheet, SoCalGas states that there will be 150 new fleet units for replacements count in 2014. In Exhibit SCG-15-WP, page 11, the number of new fleet units for replacements is 500 for 2014.
 - a. Please explain the conflict in numbers of new fleet units for replacement for 2014 found in the Excel spreadsheet and in Exhibit SCG-15-WP.
 - b. What is the correct number of new fleet units for replacements in 2014?
 - c. Is the correct calculation for amortization costs, interests, and license fees for 2014 correct in the workpapers and the testimony?

SoCalGas Response:

- a. There is no conflict; the total number of fleet units for replacements in 2014 is 500. These are split in two different tabs in SCG-DEF-007-SWC: tab 2 (150 units) and tab 3 (350 units) = 500 units, in agreement with the total 500 units shown in Exhibit SCG-15-WP.
- b. Please refer to answer to 2a.
- c. Yes. Please refer to answer to 2a.

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3. In a table similar to that provided in ORA Deficiency Data Request, SDG&E-012-SWC, Question A.4., provide the following data:
- a. Provide the number of vehicles placed into service for each year of 2009 to 2014 broken down by type of vehicle, number of units per vehicle type, and unit cost for new fleet units for replacements.
 - b. Provide the number of vehicles placed into service for each year of 2009 to 2014 broken down by type of vehicle, number of units per vehicle type, and unit cost for incremental fleet for business needs.
 - c. Provide the total vehicles placed into service for each year of 2009 to 2014 broken down by type of vehicle, number of units per vehicle type, and unit cost.

SoCalGas Response:

a.

Replacements

| Vehicle Types | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | Average Price |
|-----------------------------|-------------|-------------|-------------|-------------|-------------|-------------|----------------------|
| Automobile | 8 | 26 | 30 | 12 | 16 | 2 | \$27,456 |
| Compact Trucks and Vans | 41 | 7 | 100 | 47 | 7 | 18 | \$20,887 |
| Light Duty Trucks and Vans | 197 | 101 | 290 | 133 | 317 | 247 | \$39,918 |
| Medium Duty Trucks and Vans | 49 | 4 | 50 | 67 | 98 | 68 | \$130,743 |
| Heavy Duty Trucks and Vans | 19 | 1 | 16 | | 9 | 22 | \$143,769 |
| Trailers | 26 | 3 | 232 | 5 | 31 | 70 | \$10,333 |
| Construction Equipment | | 52 | 46 | 20 | 5 | 14 | \$48,550 |
| Total | 340 | 194 | 764 | 284 | 483 | 441 | \$48,610 |

b.

Incrementals

| Vehicle Types | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | Average Price |
|-----------------------------|-------------|-------------|-------------|-------------|-------------|-------------|----------------------|
| Automobile | | | | 34 | 3 | | \$29,895 |
| Compact Trucks and Vans | | | | | 9 | 28 | \$24,508 |
| Light Duty Trucks and Vans | | | | 4 | 2 | 15 | \$35,896 |
| Medium Duty Trucks and Vans | | | | | 11 | 2 | \$115,795 |
| Heavy Duty Trucks and Vans | | | | | | | |
| Trailers | | | | 1 | | 21 | \$23,667 |
| Construction Equipment | | | | | | | |
| Total | 0 | 0 | 0 | 39 | 25 | 66 | \$39,410 |

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Response to Question 3 (Continued)

c.

Total

| Vehicle Types | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | Average Price |
|-----------------------------|-------------|-------------|-------------|-------------|-------------|-------------|----------------------|
| Automobile | 8 | 26 | 30 | 46 | 19 | 2 | \$28,156 |
| Compact Trucks and Vans | 41 | 7 | 100 | 47 | 16 | 46 | \$21,410 |
| Light Duty Trucks and Vans | 197 | 101 | 290 | 137 | 319 | 262 | \$39,853 |
| Medium Duty Trucks and Vans | 49 | 4 | 50 | 67 | 109 | 70 | \$130,169 |
| Heavy Duty Trucks and Vans | 19 | 1 | 16 | 0 | 9 | 22 | \$143,769 |
| Trailers | 26 | 3 | 232 | 6 | 31 | 91 | \$10,369 |
| Construction Equipment | 0 | 52 | 46 | 20 | 5 | 14 | \$48,550 |
| Total | 340 | 194 | 764 | 323 | 508 | 507 | \$48,223 |

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4. In Exhibit SCG-15-WP, page 11, SCG provides the forecast of fleet replacements and incremental fleet for business needs for 2014 to 2016.
- a. SCG forecasts “New Fleet Units for Replacements of 500 vehicles in 2014. Provide the recorded number of New Fleet Units for Replacements for 2014 and broken down by type of fleet vehicle.
 - b. SCG forecast Incremental Fleet for Business Needs of 156 vehicles in 2014. Provide the recorded number of Incremental Fleet for Business Needs for 2014 and broken down by type of fleet vehicle.
 - c. SCG forecasts Diesel Particle Filter (ATCM) Retrofits/Replacements of 76 vehicles in 2014. Provide the recorded number of Diesel Particle Filter Retrofits/Replacements for 2014.

SoCalGas Response:

a.

Replacements

| Vehicle Types | 2014 |
|-----------------------------|-------------|
| Automobile | 2 |
| Compact Trucks and Vans | 18 |
| Light Duty Trucks and Vans | 247 |
| Medium Duty Trucks and Vans | 68 |
| Heavy Duty Trucks and Vans | 22 |
| Trailers | 70 |
| Construction Equipment | 14 |
| Total | 441 |

b.

Incrementals

| Vehicle Types | 2014 |
|-----------------------------|-------------|
| Automobile | |
| Compact Trucks and Vans | 28 |
| Light Duty Trucks and Vans | 15 |
| Medium Duty Trucks and Vans | 2 |
| Heavy Duty Trucks and Vans | |
| Trailers | 21 |
| Construction Equipment | |
| Total | 66 |

c. 58 Diesel Particle Filter Retrofits/Replacements for 2014

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5. In Exhibit SCG-15, pages CLH-9 to CLH-10, SCG states, “In order to capture the benefits of reducing emissions from the millions of cars and trucks on California’s roads today, the state has taken steps to enable widespread and accelerated adoption of Alternative Fuel Vehicles and the infrastructure to support them. In line with California state initiatives and regional and multi-agency efforts seeking ozone reductions in the range of 70% to 80% in all sectors, including the transportation sector’s contribution toward meeting California’s GHG goals, SoCalGas is supporting this initiative to grow its natural gas fleet by replacing and/or retrofitting traditional gas and diesel vehicles.”
- a. How many Alternative Fuel vehicles did SoCalGas purchase during each year of 2009 to 2014?
 - b. How many traditional gas and diesel vehicles did SoCalGas retrofit during 2009 to 2014 into natural gas vehicles?

SoCalGas Response:

5a.

| OTR (Over-the-Road) | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 |
|----------------------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Alternative Fuel Vehicles | 7 | 31 | 90 | 84 | 198 | 160 |

5b.

| | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 |
|-----------------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Natural Gas Retrofits | | 5 | 50 | 37 | 103 | 116 |

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6. In Exhibit SCG-15-WP, pages 38 to 39, SCG forecasts an adjustment for “equipment and installation costs for backup sensors and backup cameras for current OTR units to bring fleet in compliance with (early adoption of) the same NHTSA standard, which require manufacturers to install rear view visibility systems in light duty vehicles by 2018.”
- a. Explain the function of a backup sensor.
 - b. Will both a backup sensor and a backup camera need to be installed on the same over-the-road vehicle or will either a backup sensor or a backup camera meet the NHTSA standard of rear view visibility systems?
 - c. How many over-the-road vehicles require backup cameras?
 - d. How many over-the-road vehicles require backup sensors?
 - e. What is the labor and non-labor (equipment) costs to retrofit a vehicle with the backup cameras?
 - f. What is the labor and non-labor (equipment) costs to retrofit a vehicle with the backup sensors?
 - g. Provide the number of over-the-road vehicles that SCG forecasts to retrofit with backup cameras during each year of 2014 to 2016.
 - h. Provide the number of over-the-road vehicles that SCG forecasts to retrofit with backup sensors during each year of 2014 to 2016.
 - i. Does SCG expect all retrofits for backup cameras and backup sensors to be completed by the end of 2016?
 - j. If SCG has completed some backup sensor retrofits in 2014, provide the number completed and the recorded cost. Provide a copy of the supporting documentation such as contract or bill statement from contractor.
 - k. If SCG has completed some backup cameras retrofits in 2014, provide the number completed and the recorded cost. Provide a copy of the supporting documentation such as contract or bill statement from contractor.
 - l. How were the costs for the backup cameras and the backup sensors considered in the forecasts for fleet vehicles?

SoCalGas Response:

- a. The purpose of the backup sensor is to try to help prevent the number of backup incidents by aiding safe driving (particularly backing) through the detection of objects to the rear of the vehicle and signaling the driver as to their proximity to the rear of the vehicle.
- b. Backup cameras are required under the NHTSA rules for all light duty vehicles. For additional safety measures, cameras will be added to all vehicles. Backup sensors constitute an additional safety measure.
- c. 4,279
- d. 1,781

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Response to Question 6 (Continued)

- e. Non-Labor represents about 50% to 75% of the cost.
- f. Non-Labor represents about 50% of the cost.
- g. 1,426 in 2014; 1,426 in 2015; 1,427 in 2016.
- h. 594 in 2014; 594 in 2015; 593 in 2016.
- i. Yes.
- j. We were not able to complete any in 2014 due to competing priorities.
- k. We were not able to complete any in 2014 due to competing priorities.
- l. Backup cameras are included in the acquisition cost of the vehicle and amortized at \$900.00 each.

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7. In response to ORA-SDG&E-017-SWC, question 6.e., SDG&E stated, “A premium of \$900 for backup cameras and sensors was added to each forecasted vehicle to account for the incremental costs of hardware and installation, which would be amortized over the life of the lease.”
- a. Did SCG add a premium for backup cameras and sensors in its vehicle prices?
 - b. What was the amount of the premium?
 - c. Did SCG take into any consideration regarding the premium in its fleet forecast for vehicles that already come with backup cameras or sensors as a standard feature (such as light duty vehicles) or was the premium added to all vehicle prices?

SoCalGas Response:

- a. Backup cameras only; the backup sensor is included as part of the standard new vehicle order configuration.
- b. \$900.00 each.
- c. The premium was added to all vehicle prices for backup cameras only.