

SAN DIEGO AIRPORT PARKING DATA REQUEST

SDAP-DR-01

13-11-007

Date: 1-22-2017

1. If a commercial EV vehicle operated a fleet under SDGE's charging equipment as per the SB 350 Priority Review projects as described in your application dated 1-20-2017 the following questions are asked in order to understand the rates for EV commercial fleet services operator or a EV green shuttle operator, which I believe the shuttle operator would fall under the Green Taxi/Shuttle/TNC/Ridesharing Public Charging project.
2. Note: All questions apply to a use case that is commercial shuttle or commercial service fleet and would be using charging equipment supplied under the project. No incentives to be applied. If a residential question is asked it will be specified. Therefore, all questions are mainly derived for a commercial user only.
3. Would the EV shuttle operator fall under the Green Public Charging Project (PCP)?
4. What shuttle operation qualifies as a Green Public Charging shuttle?
5. Are there only two differences in the Commercial GIR and the Public Charging GIR rates?
6. Commercial GIR has a monthly fixed rate included and Public GIR does not? Is this correct, if not what is the answer?
7. Commercial GIR has a base kWh rate of 9.690 cents VS 13.879 cents for Public GIF? Is this correct, if not what is the answer?
8. What are the Monthly rates + kWh rates for a Private Shuttle Commercial Business under the PCP?
9. What are the TOU periods?
10. Are there seasonal periods? If, so what are they?
11. Will CPP times be later in the day and eve like the Peak TOU hours per the GRC2 Proposal by SDGE under 15-04-012?
12. If new TOU, do the new TOU hours affect the Peak CPP times or Dynamic adder Times?
13. What is the kWh base rate? Is this the 13.871 cents and is that all hours each season?
14. What is the kWh Casio Day Ahead hourly rate? As it appears it could be 3.1 cents per kWh or as much as 8.5 cents per kWh?
15. What happens if you do not schedule one day ahead? Is there a different fee?
16. Please provide the history from 2016 for the Casio Day Ahead hourly rates.
17. What is the kW or demand rate, or is there one?
18. What is the demand based interval for commercial? Is it still 15 minutes or has it changed?
19. If you use demand for less than 15 mins, or less than the interval period, is it averaged?
20. If you plug in for less than 15 mins or less than the interval rate during a CPP adder hour, is the kWh rate averaged?
21. Is the Super off peak period of hours applied only to residential?
22. What is the super off peak time period/hours for as it relates to commercial and how is it applied?
23. Is there an Exemption for demand under commercial? How does this exemption work (for residential or commercial)?
24. How many meters will there be for each cable connection that plugs into the vehicle? Is it one per meter or are there more than one on each meter?
25. What if one operator has more than one EV vehicle plugged in at one time? How is demand affected? Does this change the rate? Does it affect the annual demand base?

26. For the annual Maximum demand that creates the base for the fixed monthly rate – is the demand triggered at 15 mins 1 time per month or is it one hour or what is the interval? And then can demand also be triggered at any time whenever outside of the super off peak time period. So how and when is the annual demand tracked?
27. For demand exemption during super off peak...can you create demand intervals an unlimited number of times during the super off peak period or is it only 1 time? (this question is for either the residential or commercial). If I plug in for one hour and for 3 different charging sessions during the super off peak hours are all 3 charging sessions exempted?
28. Does the Super off peak time hours affect a lower kWh rate for commercial or residential?
29. How does commercial benefit from super off peak charging or do they? If I plugged in for 15 mins or one hour at 1am at 50kW of charging power and did the same at noon or at 5pm during the day hours, essentially I have no exemption, would that be correct? (for residential and or commercial)
30. When does the superior off peak exemption begin to take affect?
31. Is there a monthly rate for Public GIR?
 1. Is this monthly rate fixed?
 2. If applies....What are the different monthly fixed rates?
32. Is there a monthly fixed rate for the Commercial GIR?
33. \$1,458.85 is this the monthly fee for the Commercial GIR that uses between 50-100 kW of demand, is this the correct monthly fixed fee?
34. Is the monthly fee the (GIC) Grid Integration Charge (what is also known as a monthly customer fee)?
35. How is the Fixed monthly rate determined if it applies?
36. What is the complete and highest kWh rate during Critical Peak Pricing (CPP) with all rates and adders included? I got the kWh rate close to 88 cents if I used 5 cents for the Casio Day Ahead rate, would that be correct, if not what is it? I got 84 cents for the Commercial GIR.
37. What is the cap on the number of hours per year for CPP?
38. What is the max number of hours, or minutes per month for CPP pricing?
39. If the max CPP adder hours are 350 hours, does that mean you can have 29 hours per month as an example? ($29 \times 12 = 348$)
40. How many months in a year can you experience CPP pricing? Could it be every month?
41. What months can you experience CPP pricing? Could it be every month?
42. What is the max number of hours, or minutes per day for CPP pricing?
43. What hours in a day can you experience CPP pricing? (range of times of day, average)
44. What is the history from 2016 for the CPP hours in year 2016? What hours and what days in the year (dates and times) generated the CPP pricing from 2016?
45. Are the two dynamic adder fees different hours or different time periods/hours?
46. Does the Base rate of 13.871 + Casio Day Ahead Rate (5 cents for illustration) + both Dynamic Rates = CPP kWh rate, is that correct? And then the kWh rate = 0.88 cents for Public GIR, is that correct, if not, what is it.
47. Can you have an adder rate that is only the Base rate + Casio Day Ahead Rate + one Dynamic Adder Rate = kWh rate at the CPP time, is that also correct?
48. So, in this Public GIR Rate example if I had 5 EV buses plugged in at one time during a CPP hour (60 minutes) and each charger was used for 1 hour and each charger produced 25 kWh, I would be generating 25x5 kWh in this one hour and would pay the CPP rate of 88 cents x

$25 \times 5 = \$110.00$, is this correct, if not what is the answer? I am using the Casio Day Ahead kWh rate of 5 cents.

49. So, in this Public GIR Rate example if I had 2 EV buses plugged in at one time during a CPP hour (60 mins) and each charger was used for 1 hour and each charger produced 85 kWh, I would be generating 85×2 kWh in this one hour and would pay the CPP rate of 88 cents $\times 85 \times 2 = \$149.6$, is this correct, if not what is the answer? I am using the Casio Day Ahead kWh rate of 5 cents.
50. So, in this Commercial GIR Rate example if I had 2 EV buses plugged in at one time during a CPP hour (60 mins) time period, the buses where plugged in for only 10 minutes each and at the same time, each 10 minute charging session produced 83 kWh per charger in this 10 minute period, I would be generating 83×2 kWh in this 10 minutes and would pay the CPP rate of 84 cents $\times 83 \times 2 = \$131.14$, is this correct, if not what is the answer? I am using the Casio Day Ahead kWh rate of 5 cents.
51. What are the average kWh rates results in the current VGI pilot program to date? (for each time period and for each hour)
52. What are the average Peak and Circuit CPP kWh rate results in the current VGI pilot program to date? (for each hour)
53. What is the average demand use Results in the current VGI pilot program to date (for various classes of customers if available and if even if demand fees are not paid)?
54. Will fleets users still be entitled to report the LCFS credits or are they giving this up in this program?
55. Are the forecasted CPP hours still 12 to 5pm on average or has this changed due to the new time periods? As this is what was illustrated in 2877-E for the VGI pilot program.
56. What happens if you do not get pricing a day ahead?
57. How much time is required to "Schedule" the day ahead price?
58. What happens if you do not use at the scheduled time?
59. What happens if the charger is not available?
60. What about the 4 following fees found on the last page of the customers billing statement, are these 4 fees included in these rates or will this be an additional fee that was not illustrated in Ms. Fang's testimony? If so, when are these fees displayed for the customer to see? And then how much does it affect a kWh rate in the Commercial GIR rate and or the Public GIR rate? (give example of cents per kWh).
61. What is the process for determining the \$10,000 incentive for the 4 shuttles in the Green Public Charging program? Any ideas on how the process will move forward and how one applies?
62. How long will these rates be good for? What date do you expect these rates to change? If changes on these GIR rates, what is your long term plan for % increase or decrease in the EV commercial rates as it applies to these programs when the priority review is over?
63. For the purchases of understanding the GIR kWh rates in the Commercial GIR and the Public GIR, are the following rates correct and are they fixed:
 1. Public GIR Base = 13.871 cents per kWh
 2. Commercial GIR Base = 9.690 cents per kWh

3. Commercial GIR GIC monthly fee = Based on annual demand average from previous 11 months. If use is 100 kW = \$1,458.85 (one thousand, four-hundred, fifty-eight)
4. Day Ahead Casio Rate = not fixed
5. Top Peak 150 Hours, Dynamic Adder = 50.355 cents per kWh
6. Circuit Top Peak 200 Hours, Dynamic Adder = 18.656 cents per kWh
64. What is an example of the type of agreements that are expected for installing charger stations on private property?
65. If an Easement, what is the length of the agreement?
66. What is the valuation process that SDGE determines for the cost of the Easement?
67. Use case to please profile to get the results of this monthly billing:
 1. Public Shuttle GIR Rate
 2. 12,000 kWh per month.
 3. 26% electricity use at Peak hours
 4. 31% electricity use at Semi Peak hours
 5. 43% electricity use at Off peak hours or Super off peak
 6. Demand Maximum Use = 100 kW per month
 1. 100 kW demand use occurs at super off peak hours
 7. Peak Demand Use = 50 kW per month
 1. 50 kW peak demand use occurs during peak hours and semi peak hours.
 8. The 150 and 200 CPP hours annually will be capped out.
 1. 10.20 % of the Peak use will be transferred to CPP use/rates.
 2. CPP use will occur between 12 and 5 pm hours.
 3. 50 kW power use from EV charging will occur at one time.
 4. The 50kW charging power will distribute 50 kilowatts hours in 60 mins.
 9. I believe there is no monthly rate on the Public GIR or please apply if one applies.
 10. If any taxes, state, city, franchise fees, other fees, etc apply, then please indicate and apply.
 11. Please provide the results of the billing and the details of electricity use and fees in this use case.