

SAN DIEGO AIRPORT PARKING DATA REQUEST

SDAP-DR-02

17-01-020

Date: 2-19-2017

1. Are all rates shown in this filing mainly for illustrative purposes only as answered per DR1; as such, is it likely that these rates will actually end up increasing by the time they are implemented?
2. The kWh prices throughout the day are not tiered, correct?
3. The hourly base rate is the same add day long is that correct?
 1. I know it is different in each GIR rate; however, it is the same for the entire day and 365 days per year, is that correct?
 2. With the exception of the super off peak in residential.
4. What are the drivers of the hourly base rate (not including the Casio day ahead)?
5. Do you believe this rate will increase by the time this program is implemented?
 1. If so...why and what will make it increase?
6. The Casio Day Ahead kWh rates will change hourly, is that correct?
7. What is the Average Casio Day Ahead kWh rate?
 1. What is the average Summer rate?
 2. What is the average Winter rate?
 3. What is the average rate from Midnight to 6am? (Summer and Winter)
 4. What is the average rate from noon to 4pm? (Summer and Winter)
 5. What is the average rate from 4pm to noon? (Summer and Winter)
 6. What is the average rate from 6am to noon? (Summer and Winter)
8. The Residential GIR schedule is the only GIR that has the Super Off Peak kWh base rate, is that correct?
 1. Is this the correct price? (this price does not include the Casio base rate): 7.013 cents.
9. Each GIR schedule has a fixed kWh base rate that is different, is that correct? Are the following correct prices? (these prices do not include the Casio base rate)
 1. Commercial GIR = 9.690 cents
 2. Public GIR = 13.871 cents
 3. Residential GIR = 13.543 cents or Super off Peak at 7.013 cents.
10. Each GIR schedule will have the same kWh Casio Day Ahead Rate Prices that will vary hourly and is coupled with the fixed base rate in the specific GIR, is that correct?
11. The residential GIR Vs the Commercial or Public GIR schedule has a different fixed kWh CCPP rate, is that correct? Are the following correct prices? (these prices do not include the base rate(s))
 1. Commercial GIR = 50.535 cents
 2. Public GIR = 50.535 cents
 3. Residential GIR = 69.348 cents
12. The residential GIR Vs the Commercial or Public GIR schedule has a different fixed kWh DCPP rate, is that correct? Are the following correct prices? (these prices do not include the base rate(s))
 1. Commercial GIR = 18.656 cents
 2. Public GIR = 18.656 cents
 3. Residential GIR = 18.780 cents

13. What are the drivers of the CCPP and DCPD rates?
14. What the drivers of any future rate changes?
15. What are the drivers for a CCPP event rate?
16. What were the top 150 system hours from the previous year?
 1. How many system event hours occurred last year?
17. What were the top 150 system hours from the previous year for my meter?
18. What are the drivers for a DCPD event rate?
19. What were the top 200 circuit hours from the previous year?
 1. How many circuit event hours occurred last year?
20. What were the top 200 circuit hours from the previous year on my circuit?
21. Can you be billed more than 150 CCPP hours annually if the threshold is crossed? (yes or no)
 1. Is this the anticipated number of event hours per year that you believe will occur?
 2. Why?
22. Can you be billed more than 200 DCPD hours annually if the threshold is crossed? (yes or no)
 1. Is this the anticipated number of event hours per year that you believe will occur?
 2. Why?
23. Both D-CPP and CCPP event hours can occur at any hour of any day, is this correct? (yes or no)
24. Both D-CPP and CCPP event hours can occur with no limit, no cap and no maximum number of hours in the year, is this correct? (yes or no)
25. Top 150 hours of System peak: If you can have more than 150 hours annually, they why is it called the Top 150 hours?
26. Top 200 hours of Circuit Peak: If you can have more than 200 hours annually, they why is it called the Top 200 hours?
27. 150 System Peak hours = 200 Circuit Peak hours = 350 hours.
 1. If you divided 350 event hours by 12 months you would an average of 29 event hours per month.
 1. Would this be a correct calculation?
 2. If not then what is the average event hours per month?
 3. What was the average number of event hours monthly last year?
28. Wouldn't it be more than likely that both event hours are likely to occur at typically the hours of 2-6pm as has been called out as the CPP event period hours for the new CPP hour rates in the 15-04-012 rate case proceeding?
 1. And wouldn't it also be more than likely to be the peak time periods of 4-9pm?
 2. Or please explain.
29. Does the Power your Driver VGI rates and program have a "Cap" on the number of CCPP and DCPD hours annually that you can incur the dynamic adder rates? (yes or no)
 1. What is the capped number of hours for each, if yes?
30. Based on the 2016 Casio Day Ahead historic kWh prices, the range is between: 0.923 ¢/kWh to 19.453 ¢/kWh. is this correct?
 1. How did you get the calculation of 19.453 cents, please provide details of this rate.
 2. Where is the .923 cents or is this simply just the Casio day ahead kWh rate all by itself?

31. Casio Day Ahead kWh rates:
 1. What months were typically the most expensive?
 2. What hours are typically the most expensive?
 3. What dates in 2016 were the most expensive?
32. What happens to the pricing when you go into a different hour that has different pricing, please provide an example of the pricing and how it is calculated?
 1. Is it averaged?
33. SDG&E proposes no changes to taxes and fees, is that correct?
 1. When will the customer see the taxes and fees that they are being billed?
 2. Will this be in a monthly statement?
 3. Will this be at the time of charging?
 4. Will this show in their kWh rate?
 5. It appears in this case the taxes are not being included in the advertised or displayed kWh rate, is that correct?
 6. When you fill up with conventional gasoline at a gas station the advertised price of the fuel includes all fees and displays the entire price of a gallon of gas; however, in this case the price of a kWh will actually end up being more due to the taxes and other fees, is that correct?
34. If my vehicle miles traveled daily are more than my range, how does the super off peak exemption benefit me?
35. If I plug in two vehicles at the night time at 50kW and then plug in two vehicles at the same time during the day time at 50kW, essentially the super off peak exemption provides me no benefit, would that be correct?
36. How is a fleet operator's annual demand tracked in the commercial GIR when they plug in more than one at a time on a different meter?
 1. What if there is more than one meter on the property?
37. What if the Commercial GIR customer plugs in at the same amount of kW during the day time that they use at the Super the off Peak period in the month?
 1. This would essentially mean that there is no exemption for this customer in the KW demand for the month as they are using the same demand outside of the Super Off Peak exemption period, is that correct?
38. If a Commercial GIR customer plugs into a 100 kW charger for 15 mins over a one hour period at noon, what is the electric kWh rate? (Using the 2016 Casio history)
 1. Also, what is the kW demand number? Is this 100 kW?
 2. How many kWh will I use in 15 mins of charging?
 3. If it was a Residential GIR customer what would the kW demand number be? Is it 25kW?
39. What if the Commercial GIR customer plugs in two 100 kW chargers for 5 mins at the same time what is my demand kW amount?
 1. Is my demand 33.3 kW for 5 mins?
 2. Is my demand 66.6 kW for 5 mins?
 3. Also, what is the GIC fee for this amount of kW assuming this is the most kW that I used in the month?

40. What if the Commercial GIR customer plugs into two 20 kW chargers for 10 mins at the same time what is my demand kW amount?
 4. Is my demand 13.3 kW for 10 mins?
 5. Is my demand 26.6 kW for 10 mins?
 6. Also, what is the GIC fee for this amount of kW assuming this is the most kW that I used in the month?
41. If I plug into a 100 kW charger VS a 15 kW charger for 15 mins ---will I be assessed more kWh?
 1. How many kWh for the 100 kW charger for 15 mins will I be assessed?
 2. How many kWh for the 15 kW charger for 15 mins will I be assessed?
42. Drivers average 200 miles per day in one bus, how many hours will I have to plug in for the day when I have a 15 kW charger?
 1. My range is 85 miles per charge.
 2. My on board charger is 62 kWh
 3. Would I have to plug in during the day to get a 200 mile range?
43. If the maximum range of the vehicle is 85 miles. Does this mean once I fill-up at night, and then use up all 85 miles of the range by 1pm --- then, I must plug in during the day in order to stay on the road for the remaining miles?
 1. How does the bus stay on the road for 200 vehicle miles traveled daily?
 2. Is there where you must top off in between trips to lengthen your range during the day?
 3. If I do NOT plug in after I filled-up at night and I average 14 miles for every hour worked, then at what time will I end up empty, driver shift starts at 4am.
 4. How long will it take to fill it up again?
 5. The person in shift 2 starts right after me at 2pm, will this driver have enough range for his shift of 100 miles?
44. What about a fleet operator that will be plugged in with more than one vehicle at the same time ---- How is the dynamic adder fees applied (adder)?
 1. Is there only one “adder” for each fleet?
 2. What if the fleet plugs into another meter at another location, how is the “adder” fee affected?
 3. What if the fleet plugs in two or more vehicles at one time, do you have more than one “adder “fee?
 4. What if the fleet plugs in two or more vehicles at one time under a different meter, do you have more than one “adder” fee for that fleet?
45. For Residential GIR with a demand interval of 1 hour, if I plug in with a 15kW charger for 30 mins, what is the amount of my kilowatts for that that one charging period?
 1. Is it 15kW?
 2. Is it 7.5kW?
 3. Or if not one of the above, what is the number of kW?
46. Would a commercial operator with their own DC faster Charger be eligible for any of the GIR rates?
47. Why are you not opening up the rates for all EV drivers?

48. Helping accelerate adoption includes providing rates for all EV's drivers, if you are not going to provide other EV drivers this rate...they is SDGE going to offer another rate?
1. Commercial EV drivers
 1. Small commercial
 2. Medium commercial
 3. Large commercial
49. Use case to please profile to get the results of this CCPP + DCPD billing impact:
Both Dynamic Adders are triggered one hour daily on the Public GIR rate. The fleet has a vehicle plugged in during this hour each day of the month with the following charging power: What is the monthly billing impact from this charging power with this use when both events are triggered?
1. 25 kW charging for one hour at 1pm-2pm, each day of the month:
 1. kWh for one hour = 25 kWh
 2. Base rate + Casio Day Ahead + CCPP + DCPD = 0.87 cents (4 cents per kWh for each Casio kWh)
 3. Each CPP kWh = 0.87 cents
 4. 25 kWh daily x 30 days = 750 kWh monthly
 5. 87 cents x 750 kWh = \$652.50
 1. Is this the correct billing impact, if not what is it?
 2. If the miles per kWh are the following, is this the price per mile when plugged in during a triggered event hour (as per the above scenario above)?
 1. Medium Duty commercial vehicle = 1.5 miles per kilowatt hour
 2. 750 kWh x 1.5 miles per kWh = 1,125 miles
 3. \$652.5 divided by 1,125 miles = 0.58 cents per mile
 4. Each CPP mile = 0.58 cents
 - OR ---
 5. Heavy Duty commercial vehicle = 0.50 miles per kilowatt hour
 6. 750 kWh x 0.50 miles per kWh = 375 miles
 7. \$652.5 divided by 375 miles = \$1.74 cents per mile
 8. Each CPP mile = \$1.74
 1. Total CPP billing impact = 750 kWh and \$652.5 per month
 2. MD vehicle price per mile = .58 cents
 3. HD vehicle price per mile = \$1.74
50. Use case to please profile to get the results of this Monthly billing impact:
1. Public Shuttle GIR Rate
 2. 12,000 Total kWh per month.
 3. Base kWh = 11,183
 1. Base rate + Casio rate = 18 cents kWh (4 cents per kWh for each Casio kWh)
 2. 11,183 x 18 = \$2,012.94
 4. CCPP + DCPD triggered events kWh = 817
 1. Base rate + Casio Day Ahead + CCPP + DCPD = 0.87 cents kWh
 2. 817 x 87 = \$710.79
 5. Total billing for month (no taxes & other fees) = \$2,723.73
 6. Please advise if these results of the billing and the details of electricity use and fees in this use case are correct, if not, then please provide details.

51. Use case to please profile to get the results of this Monthly billing impact:
1. Public Shuttle GIR Rate
 2. 93,500 Total kWh per month.
 3. Base kWh = 86,208
 1. Base rate + Casio rate = 18 cents kWh (4 cents per kWh for each Casio kWh)
 2. $86,208 \times 18 = \$15,517.44$
 4. CCPP + DCPP triggered events kWh = 7,292
 1. Base rate + Casio Day Ahead + CCPP + DCPP = 0.87 cents kWh
 2. $7,292 \times 87 = \$6,344.04$
 5. Total billing for month (no taxes & other fees) = \$21,861.48
 6. Please advise if these results of the billing and the details of electricity use and fees in this use case are correct, if not, then please provide details.
52. Why are some accounts assessed a 'Franchise Fees on Electric Energy Supplied by Others' from a rate as low as 1.10 % to as high as 5.78%? (Only interested in an explanation for the fee variance for the standard commercial customer this is not a CARE or discounted customer).
1. What triggers this variance of over 400% between commercial customers that are both in the AL TOU schedule?
 2. What is the lowest % and what is the highest % for a commercial customer in the AL TOU Schedule, ML/CI schedule, Small Business commercial schedule, Public GIR or Commercial GIR for this rate?
 3. What are the drivers of this rate for a commercial customer that is not a CARE customer or discounted customer?
53. Why are some accounts assessed a 'City of San Diego Franchise Fee Differential' of as high as 6.88% and others have NO fee? (Only interested in an explanation for the fee variance for the standard commercial customer this is not a CARE or discounted customer).
1. What triggers this variance of over 1,000% between commercial customers that are in the AL TOU schedule?
 2. What is the lowest % and what is the highest % for a commercial customer in the AL TOU Schedule, ML/CI schedule, Small Business commercial schedule, Public GIR or Commercial GIR for this rate?
 3. What are the drivers of this rate for a commercial customer that is not a CARE customer or discounted customer?
54. What is the load and history of Circuit 0491?
1. What were the 2016 Event Trigger dates and times?
 2. Based on history and facts...Do you see this circuit incurring more Events in 2017?
 3. Based on the two Dynamic Hours of CCPP and DCPP what would have been the 2016 Event Trigger dates and times if this circuit had another 50 kW on it?