

SAN DIEGO AIRPORT PARKING (SDAP) DATA REQUEST
SDAP-SDG&E-DR-01
SDG&E SB 350 TRANSPORTATION ELECTRIFICATION PROPOSALS (A.17-01-020)
SDG&E RESPONSE
DATE RECEIVED: JANUARY 23, 2017
DATE RESPONDED: FEBURARY 6, 2017

DATA REQUEST

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.

SDG&E Response:

No response needed

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.

SDG&E Response:

No response needed

3. Would the EV shuttle operator fall under the Green Public Charging Project (PCP)?

SDG&E Response:

SDG&E assumes that this is a question regarding the Green Taxi / Shuttle / Rideshare project described in Chapter 3, Mr. Schimka's testimony, on pages RS-61 to RS-78. Yes, as noted on page RS-61, lines 3 – 5, this project "...proposes to partner with Taxi Companies, Shuttle Companies and Transportation Network Companies interested in the electrification of their fleet to support them with grid integrated charging facilities..."

4. What shuttle operation qualifies as a Green Public Charging shuttle?

SDG&E Response:

SDG&E assumes that this is a question regarding the Green Taxi / Shuttle / Rideshare project described in Chapter 3, Mr. Schimka's testimony, on pages RS-61 to RS-78. As answered in Question 61, SDG&E will provide a financial incentive of \$10,000 per electric shuttle (with no more than two incentives per Shuttle Company); and for agreeing to participate in the project as noted on page RS-67, lines 15 – 16, the Shuttle Company that acquires an electric shuttle receiving this incentive would agree to participate in the project and will be required to "...enroll

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in SDG&E's grid integrated rate offering..." as described in Chapter 5 of Ms. Fang's testimony, as described on pages CF-27 – CF28, in the "Public Charging GIR" section.

5. Are there only two differences in the Commercial GIR and the Public Charging GIR rates?

SDG&E Response:

The Public Charging GIR does not include a Grid Integration Charge (GIC) for the "recovery of customer-related distribution costs and distribution demand-related costs. Instead, SDG&E proposes to recover distribution-related costs not recovered in the D-CPP adder through the base energy rates for the Public Charging GIR (Page CF-28 of the Chapter 5 Application of SDG&E for Authority to Implement Priority Review and Standard Review Proposals to Accelerate Widespread Transportation Electrification Testimony, Prepared Direct Testimony of Cynthia Fang "Testimony of Cynthia Fang").

6. Commercial GIR has a monthly fixed rate included and Public GIR does not? Is this correct, if not what is the answer?

SDG&E Response:

The Commercial GIR does include a Grid Integration Charge (GIC) and the Public Charging GIR does not. Specifically, "[t]he GIC for the Commercial GIR will be applied to a customer's maximum annual demand" (Page CF-24 of Testimony of Cynthia Fang).

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?

SDG&E Response:

Diagram 5-4 on page CF-24 and Diagram 5-6 on page CF-28 of the Testimony of Cynthia Fang, provides the illustrative values for the Commercial GIR base rate and the Public Charging GIR base rate. The values identified are consistent with the values presented in testimony. Additionally, please see response to question #5.

8. What are the Monthly rates + kWh rates for a Private Shuttle Commercial Business under the PCP?

SDG&E Response:

The Public Charging GIR includes a Base Rate of 13.871 ¢/kWh + CAISO Day Ahead Hourly Price (with varying hourly prices) + C-CPP Adder (if applicable) of 50.535 ¢/kWh + D-CPP Adder (if applicable) of 18.656 ¢/kWh. These rates can be identified on Diagram 5-6 on page CF-28 of the Testimony of Cynthia Fang.

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The applicability of the Green Taxi/Shuttle/Rideshare Project is addressed in Chapter 3 Testimony of Randy Schimka.

9. What are the TOU periods?

SDG&E Response:

For purposes of the GIC maximum demand exclusion, the super off-peak period is defined as midnight to 6 a.m. on weekdays and midnight to 2 p.m. on weekends and holidays as stated in footnote #22 on page CF-20 of the Testimony of Cynthia Fang.

10. Are there seasonal periods? If, so what are they?

SDG&E Response:

There are no seasonal periods.

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?

SDG&E Response:

SDG&E's 2016 GRC Phase 2 Proposal in A.15-04-012 for the CPP event period between 2 p.m. - 6 p.m. (Page CF-20 of Chapter 1 SDG&E's 2016 GRC Phase 2, Prepared Direct Testimony of Cynthia Fang) does not apply to the Dynamic Adders in this application. Both D-CPP and C-CPP event hours can occur at any hour of any day.

12. If new TOU, do the new TOU hours affect the Peak CPP times or Dynamic adder Times?

SDG&E Response:

SDG&E's proposed hourly GIR rates are not impacted by the TOU proposal pending in SDG&E's 2016 GRC Phase 2 Proposal in A.15-04-012 (Page CF-20 of Chapter 1 SDG&E's 2016 GRC Phase 2, Prepared Direct Testimony of Cynthia Fang). Please see the response to question #11.

13. What is the kWh base rate? Is this the 13.871 cents and is that all hours each season?

SDG&E Response:

The Hourly Base Rate varies by the different rate options and can be found at Diagram 5-4 on page CF-24, Diagram 5-5 on page CF-26, and Diagram 5-6 on page CF-28 of the Testimony of Cynthia Fang. The Base Rate plus the CAISO Day Ahead Hourly Price is the Hourly Base Rate. The Hourly Base Rate will vary hourly based on the CAISO Day Ahead Hourly Price. As there are no seasonal periods, the Hourly Base Rates do not differ due to seasons. The 13.871 cent

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value identified is consistent with the Base Rate presented for Public Charging GIR in testimony.

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?

SDG&E Response:

Please see the CAISO website (<http://oasis.caiso.com/mrioasis/logon.do>) for the CAISO Day Ahead Hourly Price (will vary hourly). Based on 2016 historic prices, the range is between - 0.923 ¢/kWh to 19.453 ¢/kWh.

15. What happens if you do not schedule one day ahead? Is there a different fee?

SDG&E Response:

The application of the GIR does not require the participant to schedule one day ahead. The day ahead price is communicated to the participant and that is the price used to calculate the bill.

16. Please provide the history from 2016 for the Casio Day Ahead hourly rates.

SDG&E Response:

Please see attached “2016 CAISO Day Ahead Pricing” for historic CAISO Day Ahead Hourly Price.

17. What is the kW or demand rate, or is there one?

SDG&E Response:

The Grid Integration Charge (GIC) is applicable to the Residential GIR and Commercial GIR, and not applied to Public Charging GIR. “The GIC is a fixed monthly charge that is based on a customer’s maximum annual demand” (Page CF-14 of the Testimony of Cynthia Fang).

18. What is the demand based interval for commercial? Is it still 15 minutes or has it changed?

SDG&E Response:

Per testimony, the GIC for the Commercial GIR “will be applied to a customer’s maximum annual demand” (Page CF-24 of the Testimony of Cynthia Fang) and based on 15-minute interval data. Please see the definition of Maximum Demand on SDG&E’s Electric Rule 1, which can be found at the website link provided in footnote 25 on page CF-24 of the Testimony of Cynthia Fang.

19. If you use demand for less than 15 mins, or less than the interval period, is it averaged?

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SDG&E Response:

As noted above in the response to #18, SDG&E maximum annual demand is based on 15-minute interval data.

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?

SDG&E Response:

Energy rate (kWh) is a single price applied to the usage within the hour.

21. Is the Super off peak period of hours applied only to residential?

SDG&E Response:

The Grid Integration Charge (GIC) for the Commercial GIR and Residential GIR would include an exemption of demand that occurs during the super-off peak period. “This exemption would result in demand that occurs during the super off-peak period from being excluded from the determination of maximum demand for the application of the GIC” (Page CF-20 of the Testimony of Cynthia Fang).

22. What is the super off peak time period/hours for as it relates to commercial and how is it applied?

SDG&E Response:

The Grid Integration Charge (GIC) for the “Commercial GIR will be applied to customer’s maximum annual demand with an exemption for demand that occurs during the super-off peak period” (Page CF-24 of the Testimony of Cynthia Fang). Please see responses to questions #21 and #9 for super-off peak demand exemption explanation and period.

23. Is there an Exemption for demand under commercial? How does this exemption work (for residential or commercial)?

SDG&E Response:

Please see responses to questions #21 and #22.

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?

SDG&E Response:

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There will be one SDG&E meter for the new electrical service, as shown in Figure 3-7 on page RS-70 of Mr. Schimka's Chapter 3 testimony. Depending on the equipment selected for the project, there may be individual meters within the charging stations as well.

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?

SDG&E Response:

- A) Per the Charging Architecture Figure 3-7 in Mr. Schimka's Chapter 3 testimony on RS-70, there will be two Level 2 charging stations and one DC Fast Charge station per qualified site on a separate SDG&E electric service. More than one vehicle can be charged simultaneously, and drivers will be billed for their charging based on the Public Charging Grid Integrated Rate (GIR) as discussed in Ms. Fang's Chapter 5 testimony on CF-27 (line 4) to CF-28 (line 6).
- B) Energy consumption on this new electric service does not impact the site host account. Therefore, demand measurements on the site host account are not affected by charging.
- C) No.
- D) No.

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?

SDG&E Response:

As stated in response # 18, Commercial GIR demand is based on 15-minute interval data. For the Residential GIR "the GIC will be applied to maximum annual demand, but based on average hourly demand rather than demand based on 15-minute interval data" (Page CF-26 of the Testimony of Cynthia Fang). Please see responses to questions #21 and #22 for super off peak period explanation. The Maximum Annual Demand shall be the "highest Maximum Monthly Demand for the current and prior eleven months." See footnote 25 on page CF-24 of the Testimony of Cynthia Fang.

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?

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SDG&E Response:

As stated in testimony, the super off-peak exemption would result in “demand that occurs during the super off-peak period from being excluded from the determination of maximum demand for the application of the GIC” (Page CF-20 of the Testimony of Cynthia Fang). In addition, please see responses to questions #21 and #22.

28. Does the Super off peak time hours affect a lower kWh rate for commercial or residential?

SDG&E Response:

The Grid Integration Charge (GIC) would “include an exemption for demand that occurs during the super-off peak” (Page CF-19 of the Testimony of Cynthia Fang).

For the Residential GIR Hourly Base Rate, please refer to Diagram 5-5 on page CF-26 of the Testimony of Cynthia Fang.

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)

SDG&E Response:

Commercial GIR customers have the potential to benefit from having “demand that occurs during the super off-peak period from being excluded from the determination of maximum demand for the application of the GIC” (Page CF-20 of the Testimony of Cynthia Fang). In addition, please see responses to questions #22 and #28.

30. When does the superior off peak exemption begin to take affect?

SDG&E Response:

Please see responses to questions #21 and #22.

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?

SDG&E Response:

Please see response to question #5.

32. Is there a monthly fixed rate for the Commercial GIR?

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SDG&E Response:

Please see response to question #6.

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?

SDG&E Response:

Per Diagram 5-4 on page CF-24 of the Testimony of Cynthia Fang, the Commercial GIC for customers with maximum annual demand between 50-100 kW would be \$1,458.85. SDG&E proposes to “include a fixed monthly incentive which in Year 1 provides a 25% reduction in the GIC and will be phased out by Year 5, at which time the GIC will have reached cost-based levels” (Page CF-24 – CF-25 of the Testimony of Cynthia Fang).

34. Is the monthly fee the (GIC) Grid Integration Charge (what is also known as a monthly customer fee)?

SDG&E Response:

Please see response to question #17.

35. How is the Fixed monthly rate determined if it applies?

SDG&E Response:

Please see responses to questions #17 and # 26.

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.

SDG&E Response:

For energy use in any hour, the rate the customer would pay in that hour would be based on: Base Rate + CAISO Day Ahead Hourly Price + C-CPP (if applicable) + D-CPP (if applicable). In addition, Commercial and Residential customers would pay a Grid Integration Charge (GIC).

As shown in Diagram 5-4 on page CF-24 of the Testimony of Cynthia Fang, the illustrative Commercial GIR rates when both Dynamic Adders are applied would be: Base Rate (9.690 ¢/kWh) + C-CPP (if applicable) (50.535 ¢/kWh) + D-CPP (if applicable) (18.656 ¢/kWh) = 78.881 ¢/kWh + CAISO Day Ahead Hourly Price.

As shown in Diagram 5-6 on page CF-28 of the Testimony of Cynthia Fang, the illustrative Public Charging GIR rates when both Dynamic Adders are applied would be: Base Rate (13.871

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$\text{¢/kWh} + \text{C-CPP (if applicable) (50.535 ¢/kWh)} + \text{D-CPP (if applicable) (18.656 ¢/kWh)} = 83.062 \text{ ¢/kWh} + \text{CAISO Day Ahead Hourly Price.}$

37. What is the cap on the number of hours per year for CPP?

SDG&E Response:

System events (C-CPP) are generated using the CAISO's Day-Ahead Forecast for SDG&E's service territory; the CAISO's Day-Ahead Forecast is matched to an event threshold which is based off of the top 150 hours of the previous year. If the system hourly forecast crosses the event threshold, a C-CPP event is triggered for that hour(s).

Distribution events (D-CPP) are generated from an internal forecast, where each circuit is modeled individually producing an hourly forecast for the circuit. The day-ahead forecast for each circuit is then matched to the circuit's respective event threshold which is based off of the top 200 hours of the previous year. If circuit hourly forecast crosses the event threshold, a D-CPP event is triggered for that hour(s).

Over one year, SDG&E expects around 150 C-CPP event hours, "which represents approximately 1.71% of annual hours" (page CF-17 of the Testimony of Cynthia Fang) and around 200 D-CPP event hours, which represents approximately 2.28% of annual hours.

As the event hours are established (using a threshold calculated with historic data), the actual total number of event hours may be over or under 150 and 200 respectively. There is no maximum number of C-CPP and D-CPP event hours per year; these event adders may be applied individually or together at the same time.

38. What is the max number of hours, or minutes per month for CPP pricing?

SDG&E Response:

Please see response to question #37.

39. If the max CPP adder hours are 350 hours, does that mean you can have 29 hours per month as an example? ($29 \times 12 = 348$)

SDG&E Response:

Please see response to question #37.

40. How many months in a year can you experience CPP pricing? Could it be every month?

SDG&E Response:

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There is no limit to the CPP hours per month. In addition, please see response to question #37.

41. What months can you experience CPP pricing? Could it be every month?

SDG&E Response:

Please see response to question #37.

42. What is the max number of hours, or minutes per day for CPP pricing?

SDG&E Response:

Please see response to question #37.

43. What hours in a day can you experience CPP pricing? (range of times of day, average)

SDG&E Response:

Please see response to question #37.

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?

SDG&E Response:

Hourly dynamic events pending in this proceeding, which had been approved in SDG&E's Electric Vehicle Grid Integration (VGI) Pilot Program in A.14-04-014, have not yet been implemented. Therefore, SDG&E did not call any dynamic D-CPP and C-CPP events in 2016.

45. Are the two dynamic adder fees different hours or different time periods/hours?

SDG&E Response:

Please see response to question #37.

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.

SDG&E Response:

Please see response to question #36. For energy use in any hour, the rate the customer would pay in that hour would be based on: Base Rate + CAISO Day Ahead Hourly Price + C-CPP (if applicable) + D-CPP (if applicable). The base rate provided above is consistent with the values presented as Public Charging GIR base rate on Diagram 5-6 on page CF-28 of the Testimony of Cynthia Fang.

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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?

SDG&E Response:

Please see response to question #36.

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

SDG&E Response:

Please see response to question #36. Regarding the use of the Public Charging GIR, each electric vehicle would be charged individually. For energy use in any hour, the rate the customer would pay in that hour would be based on: Base Rate + CAISO Day Ahead Hourly Price + C-CPP (if applicable) + D-CPP (if applicable).

As shown in Diagram 5-6 on page CF-28 of Testimony of Cynthia Fang, the illustrative Public Charging GIR rates when both Dynamic Adders are applied would be: Base Rate (13.871 ¢/kWh) + CAISO Day Ahead Hourly Price (5.000 ¢/kWh assumption in the example provided) + C-CPP (if applicable) (50.535 ¢/kWh) + D-CPP (if applicable) (18.656 ¢/kWh) = 88.062 ¢/kWh.

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 x 2 kWh in this one hour and would pay the CPP rate of 88 cents x 85 x 2 = \$149.6, is this correct, if not what is the answer? I am using the Casio Day Ahead kWh rate of 5 cents.

SDG&E Response:

Please see response to question #36. Regarding the use of the Public Charging GIR, each electric vehicle would be charged individually. For energy use in any hour, the rate the customer would pay in that hour would be based on: Base Rate + CAISO Day Ahead Hourly Price + C-CPP (if applicable) + D-CPP (if applicable).

As shown in Diagram 5-6 on page CF-28 of the Testimony of Cynthia Fang, the illustrative Public Charging GIR rates when both Dynamic Adders are applied would be: Base Rate (13.871 ¢/kWh) + CAISO Day Ahead Hourly Price (5.000 ¢/kWh assumed in the example provided) + C-CPP (if applicable) (50.535 ¢/kWh) + D-CPP (if applicable) (18.656 ¢/kWh) = 88.062 ¢/kWh.

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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.

SDG&E Response:

Please see response to question #36. Regarding use of the Commercial GIR, each electric vehicle would be charged simultaneously from the same meter. For energy use in any hour, the rate the customer would pay in that hour would be based on: Base Rate + CAISO Day Ahead Hourly Price + C-CPP (if applicable) + D-CPP (if applicable).

As shown in Diagram 5-4 on page CF-24 of the Testimony of Cynthia Fang, the illustrative Commercial GIR rates when both Dynamic Adders are applied would be: Base Rate (9.690 ¢/kWh) + CAISO Day Ahead Hourly Price (5.000 ¢/kWh assumption in the example provided) + C-CPP (if applicable) (50.535 ¢/kWh) + D-CPP (if applicable) (18.656 ¢/kWh) = 83.881 ¢/kWh.

51. What are the average kWh rates results in the current VGI pilot program to date? (for each time period and for each hour)

SDG&E Response:

Please see response to question #44.

52. What are the average Peak and Circuit CPP kWh rate results in the current VGI pilot program to date? (for each hour)

SDG&E Response:

Please see response to question #44.

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)?

SDG&E Response:

Please see response to question #44.

54. Will fleets users still be entitled to report the LCFS credits or are they giving this up in this program?

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SDG&E Response:

This has not yet been determined.

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.

SDG&E Response:

Please see response to question #11.

56. What happens if you do not get pricing a day ahead?

SDG&E Response:

If a driver doesn't receive day-ahead pricing due to an error by SDG&E in communicating the prices, then the hourly pricing schedule for the previous day will be used for billing.

57. How much time is required to "Schedule" the day ahead price?

SDG&E Response:

The day ahead hourly price is used by the driver as a pricing reference to make decisions about charging for the following day. There is no "scheduling" process required.

58. What happens if you do not use at the scheduled time?

SDG&E Response:

There is no "scheduled time" and the driver makes no commitment that a certain amount of energy will be used. The day ahead hourly pricing information is used by the driver to decide whether or not to charge their vehicle during those hours.

59. What happens if the charger is not available?

SDG&E Response:

If any of the proposed charging equipment is not available or is in use, then the driver will have to wait or charge elsewhere. SDG&E will perform or oversee maintenance work on any charging equipment that is out of service.

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

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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).

SDG&E Response:

SDG&E proposes no changes to taxes and fees as part of this filing.

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?

SDG&E Response:

The process for determining the \$10,000 incentive for the 4 shuttles was based on the application of the findings of a similar program implemented in 2010/2011, as cited in footnote 82 of Mr. Schimka's testimony (page RS-66), "Reported by the Center for Sustainable Energy, in 2010/2011 the San Diego Airport Vehicle Rebate Program offered a \$7,500 incentive to airport transportation providers to convert fleet to cleaner vehicle stock was met with success (e.g., 81 Taxi and 3 Shuttle Companies participated); the project taxi and shuttle incentive amount proposed reflects this value."

Regarding "how the process will move forward and how one applies," as described in Chapter 3 of Mr. Schimka's testimony, page RS-67, lines 9 – 12, SDG&E will "Partner with two or more Shuttle Companies to purchase up to 4 electric shuttles with SDG&E providing a financial incentive of \$10,000 per electric shuttle, with no more than two incentives per Shuttle Company, for agreeing to participate in the project." As noted on page RS-67, lines 15 – 16, Shuttle Companies receiving this incentive are agreeing to participate in the project and are required to "...enroll in SDG&E's grid integrated rate offering..." as described in Chapter 5 of Ms. Fang's testimony, as described on pages CF-27 – CF-28, in the "Public Charging GIR" section. SDG&E's implementation details beyond this description have not been finalized.

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?

SDG&E Response:

The rate values presented in the Testimony of Cynthia Fang were calculated based on current rates at the time that this application was filed. It is probable that there will be changes to the rate values shown in these GIRs and to all of SDG&E's other rate schedules between the time of this filing and the time these GIRs are implemented and available for customers. For this reason, all rate values presented in this application and testimony are for illustrative purposes only.

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SDG&E is unable to predict when in the future rates will change, and by how much. SDG&E also cannot predict the expected % increase or decrease for Commercial rates, because the drivers behind any future rate changes are unknown at this time.

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

SDG&E Response:

None of the rates proposed would be fixed. As stated in the response to question #62, these rates, if approved, would vary with rate changes consistent with other rate schedules. The illustrative Commercial GIR and Public Charging GIR (Diagram 5-4 on page CF-24 and Diagram 5-6 on page CF-28 of the Testimony of Cynthia Fang) are based on current effective rates at the time of filing. The values identified are consistent with the values presented in testimony.

64. What is an example of the type of agreements that are expected for installing charger stations on private property?

SDG&E Response:

A contract or customer agreement to program terms and conditions between SDG&E and the site host will be required for the operation and use of the facilities, as well as an easement that will allow SDG&E to have 24/7 access to the equipment for installation, testing and maintenance purposes as well as providing a land right to protect against alteration or removal of equipment. This is a typical easement for any type of utility equipment to provide a customer with an electric service (i.e. installing a transformer on customer property).

Per the requirements of the Green Taxi / Shuttle / Rideshare project as noted in Mr. Schimka's Chapter 3 testimony on RS-68, the site host must agree to allow access to all project participants (i.e. taxis, TNCs, and shuttles). In addition, SDG&E must first qualify the host site as a charging station location in terms of, but not limited to the following criteria:

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- Convenient and accessible to all project participants (i.e., taxis, TNCs, and shuttles), as noted on RS-64 (lines 4-7), RS-65 (lines 17-19), and RS-73 (lines 7-9), and
- Installation feasibility, and
- Total installation cost.

65. If an Easement, what is the length of the agreement?

SDG&E Response:

The easement does not have a termination date; it remains in effect until quit claimed by SDG&E, which SDG&E will do upon mutual agreement with the Site Host to remove the equipment.

66. What is the valuation process that SDGE determines for the cost of the Easement?

SDG&E Response:

SDG&E does not provide compensation for easements required to serve a customer.

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.

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SDG&E Response:

| | Usage (kWh) | Public Charging GIR (¢/kWh) | Total (\$) |
|--|----------------|-----------------------------------|-----------------|
| Grid Integration Charge (GIC) | N/A | N/A | N/A |
| | | | |
| Base Rate | 12,000 | 13.871 | 1,664.52 |
| CAISO Day Ahead Hourly Price | 12,000 | 3.018* | 362.16 |
| | | | |
| C-CPP (System Top 150 Hours) | 318** | 50.535 | 160.70 |
| D-CPP (Circuit Top 200 Hours) | 318** | 18.656 | 59.33 |
| Illustrative Total Monthly Bill | | | 2,246.71 |

* CAISO Day Ahead Hourly Price average for 2016 was 3.018 ¢/kWh, please refer to “2016 CAISO Day Ahead Pricing” attachment.

**C-CPP and D-CPP hours are calculated based on assumption #8.1 (10.2%) of On-Peak usage noted in assumption #3 (26%) of the total 12,000 kWh. $(12,000 \times 26\% \times 10.2\% = 318 \text{ kWh})$

#10-11: Applicable taxes and fees will vary by customer.