Chapter 10.03 Utility Rates and Charges

Section 10.03.010 Definitions

As used in this Chapter and the Master Utility Fee Schedule, the following words and phrases shall be construed and defined as follows, unless it is clearly apparent from the context that a different meaning is intended or unless a different meaning is specifically defined and more particularly directed to the use of such words or phrases elsewhere in this Code.

"Airport Area" means: (1) the portion of the Port Area that is served by the Port's SS-1 and SS-1A substations or their replacement substations; and (2) the area within the exterior boundaries of the airport layout plan (approved by the Federal Aviation Administration) for the Airport (as such exterior boundaries may be extended, enlarged, or modified) and served by substations owned and operated by the Port that provide wholesale electric service.

"Annual Energy Consumption (kWh)" means the User's requested new or additional load demand (expressed in terms of kW) multiplied by the Load Factor and the hours of operation in a year.

"Approved Shore Power Vessel" means a vessel approved by the Port, consistent with Section 10.03.060 B.5.

"Average Distribution Cost" means an average expense incurred by the Port in delivering electricity to its customers through its power distribution network under Section 10.03.030 A. or 10.03.030 B. This cost: 1) encompasses various elements, including infrastructure maintenance, operation, and administration expenses associated with maintaining and upgrading the distribution system; and 2) is calculated by dividing the total distribution expenses over a specified period of investment used in the utility business analysis and/or rate setting by the total amount of electricity in kWh delivered to customers during that period, as determined by the Port.

"Capacity (Buy-In) Charge" means those one-time fees established for recovery of a portion of the cost of future improvements to the system based on the peak load required by a new or expanded service under Section 10.03.090.

"Customer Charge" means that portion of the charge for service that is fixed per meter and which shall be expressed as a charge per monthly billing period.

"Cuthbertson Substation" means that substation which is owned and operated by the Port and referred to as such in Federal Energy Regulatory Commission tariff service agreements and is located near the intersection of Seventh and Maritime Streets in Oakland and receives wholesale transmission services, and any substation(s) that replace it.

"Davis Substation" means that substation which is owned and operated by the Port and is referred to as such in Federal Energy Regulatory Commission tariff service agreements and is located near the intersection of Seventh and Maritime Streets in Oakland and receives wholesale transmission service, and any substation(s) that replace it.

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"Demand" means the power delivered to the Customer at a defined point in time and measured in kW.

"Demand Charge" means that portion of the charge that applies to the peak demand for the month, which shall be expressed in dollars per kW.

"Direct Assignment Charge" means a charge for infrastructure improvements that are: assigned for the Customer's use at a point of interconnection; directly benefit that Customer; not needed for the Port's electric distribution system; and owned, constructed, and/or installed by the Port to interconnect and serve the Customer at the point of interconnection at the Customer's request.

"Eligible User-Generator" means any commercial and/or industrial User, who uses a solar or a wind turbine electrical generating facility, or a hybrid system of both, with a capacity of not more than one megawatt that is located on such User's owned, leased, or rented premises, and interconnects and operates in parallel with the Port's electrical grid, and is intended primarily to offset part or all of such User's own electrical requirements.

"Energy Charge" means that portion of the charge for service which varies with the quantity of electricity consumed in accordance with the rate that shall be expressed in dollars per kWh.

"Excess Net Metering Compensation Rate" means the rate applicable for a twelve (12)-month period commencing in March, set forth in Section C.3 in the Master Utility Fee Schedule.

"Gross Projected Demand" means the Demand plus the User-owned generation capacity.

"Interconnection Agreement" means the Rule 21 Generating Facility Interconnection Agreement between PG&E and the Port.

"kW" means kilowatt.

"kWh" means kilowatt hour.

"Lateral Service Cost" means the materials, labor, engineering, and other related costs to construct the lateral.

"Load Factor" means the ratio of average load to the maximum demand.

"Maritime Area" means: (1) the portion of the Port Area that receives electric service from the Davis and Cuthbertson Substations or their replacement substations; and (2) the portion of the Port Area that is subject to Tariff 2-A (i.e., Port Ordinance No. 2833, as subsequently amended) and is served by substations owned and operated by the Port that provide wholesale electric service.

"Master Utility Fee Schedule" means the rates and charges set forth in Appendix F, which shall be assessed under this Chapter for the Port's provision of utility and related services.

"MVA" means megavolt-amps.

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"Net Consumption" means an Eligible User-Generator's net kWh consumption over a twelve (12)-month period.

"New Electricity Users" means Users of electrical utilities in the Maritime Area or Airport Area who seek to obtain new or expanded electricity.

"PG&E" means the Pacific Gas and Electric Company and any successor entity.

"Port Utility Manager" means the Manager of Utilities Administration of the Port.

"Public Benefits Fee" or "Environmental Surcharge" mean the Port Utility charge to fund the Public Benefits Program.

"Public Benefits Program" means the program established by the Port pursuant to California Public Utilities Code § 385.

"Public Benefits Rebate Program" means the program established under Section 10.03.100.

"Shore Power" means the process of providing electrical power from the shore to a vessel at berth, thereby allowing the auxiliary engines to be turned off.

"Shore Power Maintenance Charge" means the rates and charges for maintenance costs for Shore Power infrastructure, charged at all berths where the Shore Power system is owned by the Port.

"User" or "Customer" mean any Person that is supplied with utility services by the Port of Oakland.

"Utility Department" or "Port Utility" mean the Port division(s), department(s), and/or subdivision(s) that are responsible for providing Electric Service, doing business as Port Public Power.

"Utility Rules and Regulations Administrative Charges" means the administrative fees for Port Utility administration as more specifically set forth in Chapter 10.01.

"Vessel Commissioning" means the process of preparing a unique vessel to plug into Shore Power at the Port.

Section 10.03.020 Purpose

The purpose of this Chapter is to prescribe the rates, charges, and fees for costs of service to be assessed and collected by the Port from Users for the Port's provision of electric utility services.

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Section 10.03.030 Rates and Charges

A. Airport Area

The rates and charges set forth in Section A of the Master Utility Fee Schedule shall apply to the Port's provision of electrical power to any Person in the Airport Area.

B. Maritime Area

The rates and charges set forth in Section B.1-B.5 of the Master Utility Fee Schedule shall apply to the Port's provision of electric power to any Person in the Maritime Area.

C. Shore Power

The rates and charges set forth in Section B.6 of the Master Utility Fee Schedule shall apply to the Port's provision of Shore Power.

D. Vessel Commissioning

The rates and charges set forth in Section B.7 of the Master Utility Fee Schedule shall apply for vessel commissioning.

E. Shore Power Maintenance

The rates and charges set forth in Section B.8 of the Master Utility Fee Schedule shall apply for shore power maintenance.

F. Energy Charge

The Energy Charge represents the amount of electricity consumed during the billing period. It is measured in kWh and varies over every billing period. The Energy Charge includes the costs the Port incurs in purchasing energy for use at the Airport and Maritime Areas and producing and delivering energy.

G. Written Agreements

The rates and charges set forth in this Section and reflected on the Master Utility Fee Schedule shall apply to the Port's provision of electrical power unless a written agreement between the Board and such Person otherwise provides.

H. Direct Assignment Charge

The rates and charges set forth in Section C.2 of the Master Utility Fee Schedule shall apply for improvements requested by customer as defined therein.

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Section 10.03.040 Public Benefits Fee in the Airport Area and Maritime Area

All Persons in the Airport Area and Maritime Area receiving and using electrical power provided by the Port, whether metered or not (including those Persons paying electrical power costs as part of their obligations under Chapter 5.02), shall pay the Public Benefits Fee.

Section 10.03.050 Net Metering

A. Applicability

The rates set forth in this Section apply to all Eligible User-Generators where the Port must stand ready at all times to supply such User's residual electrical requirements. Service under this rate schedule is available on a first-come-first-served basis until the time that the total rated generating capacity used by all Eligible User-Generators exceeds five percent (5%) of the Port's aggregate Customer peak demand, as set forth in California Public Utilities Code § 2827(c)(1), as such section may be amended or superseded.

B. Service Area

All lands within the Airport and Maritime Areas.

C. Rates

All Users taking service under this Section shall be obligated to pay all of the charges based on the rate schedule to which the same User would be assigned if the User did not use an eligible solar or wind electrical generating facility. The charges for all retail rate components shall be based exclusively on the Eligible User-Generator's Net Consumption. Net Consumption will be measured as the difference between the electricity supplied by the Port and the electricity generated by the Eligible User-Generator and fed back to the Port's electric grid over a twelve (12)-month period. If the Eligible User-Generator generated more electricity than it consumed, then Net Consumption will be negative and will be reflected as a credit to the Eligible User-Generator.

D. Billing

For all commercial or industrial Users taking service under this Section, the net balance of monies owed to the Port by the Eligible User-Generator for net kWh consumption of electricity for each billing period shall be paid in accordance with the Port's normal billing cycle and the credits owed by the Port to the Eligible User-Generator for the net kWh generation of electricity for each billing period, shall be carried over the following billing period as a monetary value, calculated according to this rate schedule and will appear as a credit on the Eligible User-Generator's account until the end of each twelve (12)-month period, or at the time the Eligible User-Generator terminates taking electric service under this Section, or at the time the Eligible User-Generator terminated taking electric service from the Port, whichever come soonest.

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E. Compensation

At the end of each twelve (12)-month period or at the time the Eligible User-Generator terminates taking electric service under this Section, or at the time the Eligible User-Generator terminates taking electric service from the Port, whichever comes soonest, the Port shall compensate the Eligible User-Generator, if applicable, at the then-applicable Excess Net Metering Compensation Rate. The twelve (12)-month period shall begin the first day an Eligible User-Generator takes service under this Section and shall begin the first day after the last day of the previous twelve (12)-month period thereafter.

Section 10.03.060 Shore Power for Vessels

A. Vessel Power Exclusion

Rates and charges associated with power provided to vessels berthing at the Port of Oakland shall be as set forth in this Section.

B. Vessel Commissioning

1. Applicability

The rates and charges set forth in this Section shall apply to the first vessel call of all Shore Power ready vessels of each side, port and starboard, and billed to a User at one of the Port's marine terminals at which the vessel berths. If a vessel fails the commissioning process, this rate and charge shall apply to every vessel visit until the vessel becomes an Approved Shore Power Vessel.

Such rates and charges may also apply to a vessel call of an Approved Shore Power Vessel but whose on-board Shore Power system has been modified since becoming an Approved Shore Power Vessel. If a ship fails the commissioning process, this rate and charge shall apply to every vessel visit until the vessel becomes an Approved Shore Power Vessel.

2. Service Area

Shore Power may be provided by the Port in all service areas served by the Port's Davis and Cuthbertson Substations.

3. Rates

The rates and charges set forth in Section 10.03.030 D shall apply for Vessel Commissioning.

4. Billing

For all Users taking service under this Section, the balance of monies owed to the Port shall be paid in accordance with the Port's customary billing cycle.

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5. Operations

A vessel shall become an Approved Shore Power Vessel only if a User seeking power provided to the vessel under this Section completes all of the following actions:

a. Prior to the initial connection of any vessel to the Port-provided power, the User shall coordinate with its shipping line User to determine whether the shore power- related equipment on-board any vessel and the vessel's control system and protection scheme comply with: (1) Standard IEC/ISO/IEEE 80005-1:2012 Utility Connections in Port: High Voltage Shore Connection Systems - General Requirements; (2) PG&E Rule 21; and (3) the Interconnection Agreement.

b. The User shall coordinate with its shipping line Users to provide all documents to the Port and/or PG&E, including, without limitation, the settings of protective devices associated with the on-board Shore Power-related equipment, one (1)-line and three (3)-line diagrams of such equipment, specifications on grounding equipment and emergency stop control system, contact information for ship engineers, and any other documentation requested by the Port to establish a safe and effective initial vessel connection.

c. The User shall coordinate with its shipping line, the Port, and/or PG&E to schedule the vessel commissioning.

d. The Port may board the vessel to verify, inspect, and test, without limitation, the settings of protective devices associated with the on-board shore power-related equipment, grounding equipment, and emergency stop control system.

C. Provision of Shore Power

1. Applicability

The rates and charges set forth in this Section shall apply to the Port's provision of Shore Power to all vessels receiving Shore Power at any time, including during the vessel commissioning process, and billed to a User at one of the Port's marine terminals at which the vessel berths.

2. Service Area

Shore Power may be provided by the Port in all service areas served by the Port's Davis and Cuthbertson substations.

3. Rates

The rates and charges set forth in Subsections 10.03.030 C. and 10.03.030 E. shall apply to the Port's provision of Shore Power.

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4. Billing

For all Users taking service under this Section, the balance of monies owed to the Port shall be paid in accordance with the Port's customary billing cycle.

5. Operations

Each User that provides power to vessels at berth is responsible for ensuring that such power is provided in a manner that promotes safety and substantially complies with all Laws and other applicable agreements, including, but not limited to, the applicable Interconnection Agreement, and the Standard IEC/ISO/IEEE 80005-l:2012 Utility Connections in Port - Part 1: High Voltage Shore Connection Systems - General Requirements.

Section 10.03.070 Rate Setting to Cover Costs and Achieve Rate Stability

The rates established in this Chapter for the provision of electrical power to any Person in the Port Area shall be established to recover costs to the Port of providing such electrical power and service, including costs of energy supply, transmission and scheduling, operation and maintenance, administration, legal, capital improvement, capital reserves for future capital investment, overhead expenses, all fees required by Law, and all reasonable costs of providing electrical power. The costs of providing electrical power may reasonably include an appropriate reserve amount to achieve stability in the rate structure that anticipates wholesale power price fluctuations without having to adjust for each such price fluctuation as they may occur.

Section 10.03.080 Non-Payment

Utility and commodity services provided by the Port, including, but not limited to, provision of electric power, natural gas, water, sewer, voice and data communications, and other commodity usage services, may be terminated to any utility or commodity service User, security deposit imposed equal to three (3) times' the highest past due amount, or other remedies imposed as permitted by Law, for non-payment of utility or commodity service rates and charges incurred by said User, including but not limited to any related charges for equipment, maintenance, finance charges or other charges, upon thirty (30)-days' written notice to the User, with the written approval of and determination by the Executive Director or their designee, that it is in the best interest of the Port to take such action(s). The Executive Director is authorized to collect the rates and charges established in the Master Utility Fee Schedule by any legal means.

Section 10.03.090 Capacity (Buy-In) Charge for the Airport and Maritime Areas

A. Purpose

Provision by the Port of new or expanded electrical utility services to New Electricity Users necessarily requires that the Port incur additional capital improvement costs to develop electricity distribution and other infrastructure to service the needs of New Electricity Users. Accordingly, the Port has adopted the Capacity (Buy-In) Charge as a mechanism to balance the

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burden of paying for new capital improvements between existing and New Electricity Users. The Capacity (Buy-In) Charge serves to: put downward pressure on electric rates for existing Customers who have been paying for the surplus capacity that is available for the new Customer; recover a portion of the costs of future improvements that are driven by new development that are not included in or recoverable through electric rates; and provide an equitable balance between new Customers and existing Customers.

B. The Capacity (Buy-In) Charge for the Airport and Maritime Areas is a one-time fee applicable to all existing and new Port electric power Users who are applying for a new electric service, a distribution line extension from an existing service, or an increase in electric load demand from an existing service.

C. The Capacity (Buy-In) Charge shall be calculated based on the current system replacement value with a limited credit that reflects the contribution of the New Electricity User's electric sale revenue toward distribution costs, as follows:

1. Airport Area Electric Infrastructure

Replacement cost $50,070,000.00

Capacity 65 MVA

Cost/MVA $770,308.00

Average Distribution Cost ($/kWh) $0.0926

2. Maritime Area Electric Infrastructure

Replacement cost $97,797,000.00

Capacity 130 MVA

Cost/MVA $752,285.00

Average Distribution Cost ($/kWh) $0.0993

3. User Credit Calculation

Credit = User capacity requirement (MVA) x load factor (average usage divided by peak usage) x 8760 (hours per year) x 1000 (conversion to KWh) x Average Distribution Cost.

4. Examples

Examples of cost calculations under this Section are set forth in Section C of the Master Utility Fee Schedule.

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D. Rules and Requirements

1. Payment

Capacity (Buy-In) Charges shall be paid prior to the initiation of electric service or by another financial payment schedule as approved by the Executive Director, not to exceed a twelve- (12)-month period and equivalent to the upfront Capacity (Buy-In) Charge.

2. Electric Load

The User shall submit detailed electric load requirements to the Utility Department and the Utility Department shall evaluate the requirements based on the User submittal.

4. Failure to Meet Electric Forecast

a. The Port may configure the User connection to limit the maximum demand available to the User to the requested maximum demand.

b. The Port shall have the discretion to recalculate the User's Capacity (Buy-In) Charge after a two- (2)-year period from the date of initial service and based on actual usage and demand.

c. The Port shall use the charge calculation formula in effect at the time for any recalculation.

d. In order to ensure the User thoroughly evaluates their future electric needs and provides the Port with an assessment based on a detailed analysis, the Port may take the following actions in the event of a difference between the original Capacity (Buy-In) Charge and any recalculation after the two- (2)-year period:

(1) In the event the recalculated Capacity (Buy-In) Charge is within plus or minus ten percent (10%) of the original charge, the Port shall take no further action.

(2) In the event the recalculated Capacity (Buy-In) Charge is greater than one hundred ten percent (110%) of the original capacity charge, the User shall pay the difference to the Port.

(3) In the event the recalculated Capacity (Buy-In) Charge is less than ninety percent (90%) of the original capacity charge, the Port shall refund to the User the difference up to a maximum of twenty percent (20%) of the original capacity charge.

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5. User-Owned Generation

User applicants shall provide known or anticipated information on User-owned generation plans so that the Utility Department may incorporate such information into applicable capacity payment calculations. The Port may impose capacity fees based on the User's Gross Projected Demand to reflect the fact the Port will need to dedicate capacity to back up the User-owned generation in the event User-owned generation is offline or otherwise unable to perform.

Section 10.03.100 Public Benefits Program

A. Purpose

Pursuant to California Public Utilities Code § 385, the Port collects a separate surcharge in utility rates to fund investments in its Public Benefits Program, including: (1) Cost-effective measures to promote energy-efficiency and energy conservation; (2) New investments in renewable energy technology; and (3) Demonstration projects.

B. Renewable Energy

Up to fifty percent (50%) of the Public Benefits Program funds shall be used for renewable energy.

C. Public Benefits Rebate Program

An allocation not exceeding fifty percent (50%) of the Public Benefits Program funds shall be used for the Public Benefits Rebate Program. Under this program, monetary rebates for eligible projects will be promoted in the utility bills sent by the Port and will be administered on a first-come, first-serve basis. If the funds reserved for this program are exhausted, the Port will request projects be postponed until the Port's Public Benefits Program fund regains sufficient funds to provide proper rebates or will deny rebate applications.

D. Guidelines and Procedures

The Executive Director or their designee is authorized to develop guidelines and procedures for the Public Benefits Rebate Program, which may describe management responsibilities, project eligibility, application procedures, methods of determining rebate amounts, and project rebate funding limits.

Section 10.03.110 Administrative Fees

The Utility Rules and Regulations Administrative Charges set forth in Section D of the Master Utility Fee Schedule shall apply to the Port's provision of administrative services.

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Port of Oakland Administrative Code

Appendix F

Master Utility Fee Schedule Established by Chapter 10.03

A. Rates and Charges for the Airport Area (Section 10.03.030 A.)

1. Airport Area Rate Schedule: A – Small General Services (Single Phase)

Charge	Amount
Customer Charge (per meter per monthly billing period)	$12.60
Energy Charge (per kWh)	$0.2642
Environmental Surcharge	2.85% of all charges above

2. Airport Area Rate Schedule: B – General Services (Three Phase)

Charge	Amount
Customer Charge (per meter per monthly billing period)	$18.90
Energy Charge (per kWh)	$0.2642
Environmental Surcharge	2.85% of all charges above

3. Airport Area Rate Schedule: C – Demand Metered Rate for Service to Users with Maximum Demand between 100 kW and 500 kW

Charge	Amount
Customer Charge (per meter per monthly billing period)	$157.50
Demand Charge (per kW)	$5.83
Energy Charge (per kWh)	$0.2111
Environmental Surcharge	2.85% of all charges above

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4. **Airport Area Rate Schedule: D – Demand Metered Rate for Service to Users with Maximum Demand between 500 kW and 1,000 kW**

Charge	**Amount**
Customer Charge (per meter per monthly billing period)	$756.00
Demand Charge (per kW)	$17.00
Energy Charge (per kWh)	$0.1619
Environmental Surcharge	2.85% of all charges above

5. **Airport Area Rate Schedule: E – Demand Metered Rate for Service to Users with Maximum Demand of 1,000 kW or More**

Charge	**Amount**
Customer Charge (per meter per monthly billing period)	$800.00
Demand Charge (per kW)	$18.00
Energy Charge (per kWh)	$0.1699
Environmental Surcharge	2.85% of all charges above

B. Rates and Charges for the Maritime Area (Section 10.03.030 B.)

1. **Maritime Area Rate Schedule: A – Small General Services (Single Phase)**

Charge	**Amount**
Customer Charge (per meter per monthly billing period)	$11.30
Energy Charge (per kWh)	$0.1916
Environmental Surcharge	2.85% of all charges above

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2. **Maritime Area Rate Schedule: B – General Services (Three Phase) Rates**

Charge	**Amount**
Customer Charge (per meter per monthly billing period)	$17.40
Energy Charge (per kWh)	$0.2003
Environmental Surcharge	2.85% of all charges above

3. **Maritime Area Rate Schedule: C – Demand Metered Rate for Service to Users with Maximum Demand between 100 kW and 500 kW**

Charge	**Amount**
Customer Charge (per meter per monthly billing period)	$151.25
Demand Charge (per KW)	$6.45
Energy Charge (per kWh)	$0.1671
Environmental Surcharge	2.85% of all charges above

4. **Maritime Area Rate Schedule: D – Demand Metered Rate for Service to Users with Maximum Demand between 500 kW and 1,000 kW**

Charge	**Amount**
Customer Charge (per meter per monthly billing period)	$684.00
Demand Charge (per kW)	$16.12
Energy Charge (per kWh)	$0.1003
Environmental Surcharge	2.85% of all charges above

5. **Maritime Area Rate Schedule: E – Demand Metered Rate for Service to Users with Maximum Demand of 1,000 kW or More**

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Charge	Amount
Customer Charge (per meter per monthly billing period)	$1,240.00
Demand Charge (per kW)	$17.03
Energy Charge (per kWh)	$0.1114
Environmental Surcharge	2.85% of all charges above

6. Maritime Area Rate Schedule: F – Shore Power (Section 10.03.030 C.)

Charge	Amount
Energy Charge (per kWh)	$0.2239
Environmental Surcharge	2.85% of all charges above

7. Maritime Area Rate Schedule: G – Shore Power Vessel Commissioning (Section 10.03.030 D.)

Charge	Amount
Vessel Commissioning Charge (flat rate billed per vessel call)	$3,600.00

8. Maritime Area Rate Schedule: H – Shore Power Maintenance Charge (Section 10.03.030 E.)

Charge	Amount
Hourly Usage Maintenance Charge	$31.00

C. Other Fees and Charges

1. Capacity (Buy-In) Charge for Airport and Maritime Areas (Section 10.03.090)

Capacity (Buy-In) Charge	The one-time fee calculated based on current system replacement value with a limited credit that reflects the contribution of the New Electricity User's electric sale revenue toward distribution costs.
Maritime Area Electric Infrastructure: Replacement Cost: $97.797,000.00	

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Capacity: 130 MVA

Cost/MVA: $752.285.00

Average Distribution Cost ($/kWh): $0.0993

Airport Area Electric Infrastructure:

Replacement Cost: $50,070,000.00

Capacity: 65 MVA

Cost/MVA: $770,308.00

Average Distribution Cost ($/kWh): $0.0926

Example of Capacity (Buy-In) Charge calculation at Maritime Area:

A Customer is planning a new facility in the Maritime Port Service Area. Based on the type and use of the facility, Port Utility establishes a demand estimate of 2 MVA (equivalent of the power needs of approximately 2,000 homes), at 0.6 load factor for a year-round operation. Based on the Port's electric rates for the Maritime Port Service Area, the current average distribution cost is $0.0993/kWh.

Capacity Cost = $752,285/MVA x 2 MVA = $1,504,570

Credit = 2MVA x 0.6 x 8760 x 1000 x $0.0993/kWh = $1,043,842

Capacity (Buy-In) Charge = $1,504,570 - $1,043,842 = $460,728

Example of Capacity (Buy-In) Charge calculation at Airport Area:

A Customer is planning a new facility in the Airport Area. Based on the type and use of the facility, Port Utility establishes a demand estimate of 2 MVA (equivalent of the power needs of approximately 2,000 homes), at 0.6 load factor for a year-round operation. Based on the Port's electric rates for the Airport Area, the current average distribution cost is $0.0926/kWh.

Capacity Cost = $770,308/MVA x 2 MVA = $1,540,616

Credit = 2MVA x 0.6 x 8760 x 1000 x $0.0926/kWh = $973,411

Capacity (Buy-In) Charge = $1,540,616 - $973,411 = $567,205

2. Direct Assignment Charge (Section 10.03.030 H.)

Direct Assignment Charge	The entire cost of utility improvements requested by Customer prior to installation.

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3. Excess Net Metering Compensation Rate (Section 10.03.050 E.)

Excess Net Metering Compensation Rate	$0.06740/kWh

D. Charges for Utility Rules and Regulations (Chapter 10.01) Administration (Section 10.03.110)

(All capitalized terms not otherwise defined in Chapter 10.03 shall have the meanings ascribed to them in Chapter 10.01)

Charge	Amount	POAC Section(s)	Description
Application for Electric Service Fee	$___	10.01.030 A; 10.01.070.	Fee for each submittal of an Application for Electric Service and/or a Supplemental Application.
Appeal Fee	$150	10.01.040 C.	Fee to file an Appeal of Port Utility denial or discontinuance of Electric Service. A separate fee is required for the Appeal to Port Utility Manager and for a separate Appeal to the Chief Operating Officer or Their Designated Hearing Officer.
Lack of Access to Meter Fee	$250	10.01.050 A.4.	If access to meter is not provided for any reason, and appointment or arrangement must be made to read meter more than once during any 12-month period, charge for each appointment thereafter.
Lack of Access to Premises Fee (Third Attempt)	$250	10.01.110 A.	Access charge when Electric Service is not accessible upon third attempt.
Reconnection Charge	$150	10.01.050 C.11.	Charge for reconnection.
Returned Payment Charge	$___	10.01.050 D.	Charge for returned payment.
Meter Re-read Fee	$250	10.01.090 B.	Per customer request to re-read meter. Each Customer is entitled to one meter re-read every six months at no charge.
Meter Test Fee	$250	10.01.090 D.2.	Per Customer request to test meter. Each Customer is

DRAFT

			entitled to one free meter test per calendar year and no fee will be charged if the meter is found to register more than two percent fast or slow.
Power Factor Correction Charge	$____	10.01.130.C.	Charge for power factor correction if the power factor of a Customer's load is found to be less than the value determined by Port Utility needed to correct the power factor in order to lower system losses and stabilize system voltage

E. Pass Through Utility Charges

The Port may pass through any and all utility charges from non-Port utilities to its users whose services are initially paid by Port, including, but not limited to, those charged by PG&E for gas and electric services and by East Bay Municipal Utility District for sewer and water services, unless a Port agreement or contract specifies otherwise.

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