



Questions and Answers on SCP's Request for Proposals for a Telematics-Based Electric Vehicle (EV) Managed Charging Pilot

8/25/2023

Respondent 1

1. When is the start of the pilot planned?

The launch of the pilot will be planned in coordination with the successful proposer and is anticipated for the first half of 2024.

2. What exactly do you mean by dynamic charger management?

Dynamic charger management would adjust charging for individual vehicles based on pre-established criteria using flexible timeframes.

3. How do you envision the customer enrollment for this managed charging pilot relative to your existing DR programs? Integrated journey or separate?

Separate for the pilot period.

Respondent 2

4. Does Sonoma Clean Power have an estimate for the number of EVs that are currently being served? Are there any projections that can be shared related to growth of EVs served?

According to the California Energy Commission's Zero Emission Vehicle and Infrastructure Statistics webpage, there were 16,401 light duty zero emission vehicles in Sonoma and Mendocino Counties at the end of 2022 (9,898 Battery Electric Vehicles and 6,484 Plug-in Hybrids).

By 2026, SCP projects having 34,133 light duty zero emission vehicles registered in Sonoma and Mendocino Counties.

5. The RFP mentions some EV owners may already be participating in DR programs but that this RFP will target only new enrollments. Are the existing programs limited to smart chargers (EVSE) only, as implied by the RFP? How large are the existing programs? Will it be possible for those participants to "switch" to the new program if they wish (even if we do not target them)?

We have had a smart charger program that is capable of demand response since 2016. We currently have approximately 1,200 participants. It is possible for participants in the existing program to switch, but we do not anticipate



targeting them with outreach and would require that they only be enrolled in one EV demand response program at a time.

6. Is it correct to assume that 5.b.iv. should read “2,000 – 4,999 vehicles” rather than 49,999?

Correct!

Respondent 3

7. Approximately how many EVs are in SCP’s service territory now, and what does SCP expect that number to be 3 years from now?

See response to Question 4.

8. Approximately how many smart meters have been deployed in SCP’s service territory currently, and what does SCP expect that number to be 3 years from now?

We currently have approximately 197,500 residential meters and nearly 98% of them are smart meters. We do not have a projection for future smart meters.

9. Task 2: The Scope of Services references both 15-minute and 30-minute (energy dispensed) interval data. Is SCP committed to one over the other, at this time? If so, why? If not, why?

We prefer 15-minute intervals as this is the current cadence for SCP’s metering data.

10. Task 2: Will the customer-facing mobile application be branded as SCP? If so, are there any specific features, functions, or other technical requirements that must be met?

A mobile application is not required within the Scope of Services, as detailed on page 12 of the RFP. However, any tools utilized in the pilot project for communicating with customers must be adaptable for co-branding with SCP.

11. Task 3: With regards to Enrollment & Support: how involved will SCP be in these tasks, generally speaking? Is SCP expecting the successful bidder to carry all of this load, or just some of it?

SCP can help in identifying and communicating with customers. We expect this task to be a collaboration, but we are open to your proposal on the best approach.

12. Task 3: Can you outline specifically what Enrollment & Support tasks that SCP plans to / is prepared to carry out, as well any that SCP is not prepared to execute?

We plan to develop a strategy for outreach and enrollment in collaboration with the successful proposal. We expect proposers to identify and outline the key elements required for this task.

13. Task 3: Is SCP conceptually open to bidders partnering with third-party implementers (if required) in order to carry out this task?

Yes.

14. Task 6: EV Detection is listed as “optional.” Can you provide some rationale as to why that is?

This is a service that SCP may be able to provide internally, but we are also open to the successful proposer performing this task with the right budget and capabilities.

15. Task 6: Is there a scenario in which a bidder could win this contract with SCP, without offering this functionality?

Yes.

16. Task 7: As with the above question, why is this task listed as optional? What does that mean?

This task would involve managing smart chargers in addition to vehicles. We are curious if proposers have this capability as we look to the future of the pilot, though it is not a required task for a successful proposer.

Respondent 4

17. Can you further describe how SCP would like to integrate this pilot with SCPs broader residential programs?

The pilot period will determine this.

18. Can you please provide the current number of SCP customers and meters?

SCP has 229,304 total meters (as of July 2023).

19. Can you please provide SCP’s estimated number of registered EVs with SCP’s customer base?



See response to Question 4.

20.If available, could you please provide a shape file of the territory SCP covers?

SCP's territory includes all of Sonoma and Mendocino counties in California minus the incorporated jurisdictions of Ukiah and Healdsburg. A shape file can be shared with the successful proposer.

21. What percentage of SCP customers are on your different residential rates?

Of SCP's total meters, 16% are on a CARE rate, 1% are on a FERA rate, and 12% are on a NEM rate.