

**Managed Charging (“V1G”) Software RFP
SD Community Power Responses to Proposer Questions**

- 1. In Schedule A, on Page 16, second paragraph: There is a footnote mark “(1)” that doesn’t seem to have a corresponding footnote for the page. Can you please identify whether there is information missing or the footnote was extraneous?**

Response: The footnote was mistakenly dropped when merging files and should read, “SDCP will only consider integrations that are sanctioned by the vehicle OEMs for commercial use. Managed charging capabilities that rely on customer APIs (either directly or through a third-party service) designed for use by vehicle owners will not be considered in assessing proposals.” An addendum will be issued soon that will reflect this change.

- 2. In Section: V. REQUEST FOR PROPOSALS; B. Content and Format of Proposal - "Proposals should be submitted in Adobe PDF format. Proposers should submit their PDF as a single PDF..."; Attachment C-Functional Requirements Documentation; Attachment D-Pricing Workbook**

Response: Narrative portions of the bids should be submitted as a single PDF document. The functional (Attachment C) and Pricing Workbook (Attachment D) should be submitted as .xlsx files. An addendum will be issued soon that will reflect this change.

- 3. Is SDCP interested in potentially serving light duty customers in segments outside of single family residential with its managed charging program (ex. MUD, fleet) (RFP Instructions, Page 2, “...managed charging for a residential electric vehicle...”**

Response: This platform will support a single family residential focused pilot. It may be expanded to other segments in the future, but there are currently no plans for that.

- 4. Is it helpful to provide additional customer references (RFP Instructions, Page 5, “Provide three (3) references regarding the Proposer’s experience and performance...”)?**

Response: Please provide only your top 3 references.

- 5. Over what timescale does SDCP plan to make operational decisions based on platform capabilities - (ex. long-term planning, day ahead, real-time)? (RFP Instructions, Page 7, “...the ability for program managers to make operational decisions...”)**

Response: SD Community Power would like the capability to make operational decisions on a day ahead basis.

- 6. Can SDCP please provide more detail by defining “business rules” and “solution functions”? Ideally including examples of how these concepts are intended to be used in the managed charging program, and/or examples from other SDCP programs (RFP**

Instructions, Page 8, “Explain how business rules are configured in your solution and how those business rules are applied to solution functions).”

Response: SD Community Powers requires the ability to set the charge management strategy to include optimization around customer TOU rates and wholesale procurement forward pricing (Resource Adequacy, energy).

- 7. Are any Evaluation Criteria weighted with more importance, and does the numbering align with importance (RFP Instructions, Page 11, “Evaluation Criteria”)?**

Response: SD Community Power is not releasing the criteria weighting.

- 8. Should bidders highlight both partner APIs and the option of customer APIs? Page 16 of the RFP instructions expresses a preference for partner APIs, but the pricing workbook suggests that bidders should list both partner and customer APIs. Additionally, is there a footnote missing on page 16? (RFP Instructions, page 16, “...integrations with a broad array of vehicle makes and use partner APIs, those sanctioned by the original equipment manufacturer (OEM) for commercial use by third parties.1; and Appendix D, tab Integration List, row 2)**

Response: See response to Question 1 regarding the missing footnote. The pricing workbook requests details on each OEM API connection so that SD Community Power can assess the Partner API coverage of plug-in electric vehicles in the service territory. Bidders are welcome to include additional information in the narrative on Customer APIs, however these will not be considered in the assessment of bids.

- 9. Given the number of EVs in SDCP’s service area, is it helpful to provide discounted option pricing for serving more drivers than the endpoint numbers identified in the pricing workbook (Attachment D, Tab Pricing List)?**

Response: Yes, bidders are encouraged to provide their full range of volumetric pricing discounts.

- 10. Is it SDCP’s intent that the breakpoint connected asset ranges in the pricing workbook align with the annual cumulative endpoints provided by SDCP? Or is it SDCP’s intent that the number of connected assets for each price is independent from the year of each column (Appendix D, tab Pricing List, rows 16, 17, 33, and 34)?**

Response: SD Community Power’s intent was to see volumetric pricing discounts based each bidders pricing strategy, irrespective of the annual cumulative endpoints presented in the tables above.

- 11. Are the Additional Rates for Professional Service Roles supposed to be for optional work outside the base scope of services? If this is intended to be part of the base scope of services, is it acceptable to put values of zero for a turnkey offer (Appendix D, tab Rates)?**

Response: Yes, the Rates are meant to cover the costs of optional work outside of the base scope of services, such as customer integrations and development work.

12. Will SDCP consider allowing bidders to attach signed letters of support from relevant partners to provide proof of integrations and enrollment partnerships (Appendix D, tab Integration List)?

Response: Letters of support are not required to demonstrate integration and enrollment partnerships during the bid process; however, Appendix D responses will require validation during the contracting process.

13. Section of the RFP we are referencing Section I. Passage of text: Contemplated Services are more specifically described in Attachment A to this RFP and include an EV charge management platform, enrollment support, outreach to EV owners, tracking and reporting of EV charging data, network, security and database administration, and specific program development, implementation, and as-needed Consultant services and support.

Could you please clarify your objectives regarding enrollment numbers? Specifically, what are your goals for both the minimum and maximum number of enrollments? Additionally, do you have a budget cap for the pilot over a specified time period that should not be exceeded?

Response: SD Community Power is capping participation at 1,000 vehicles for the initial 2-year phase. Expansion to additional vehicles will be considered based on results from the initial phase of work. SDCP is looking to proposers to inform how much their proposed solution will cost and how the solution will scale in costs over time. Please see Attachment D - Budget Workbook for more information.

14. Section of the RFP we are referencing: Section I. Passage of text: San Diego Community Power (“SDCP”) is the default electricity provider for the Cities of Chula Vista, Encinitas, Imperial Beach, La Mesa, National City, and San Diego and the County of San Diego which serves the unincorporated areas. Can you provide us with the Zip Codes and/or geographic shape file of SDCP’s service territory?

Response: SDCP does not have a shapefile or zip code list to provide; however, a shapefile of jurisdictional boundaries can be found in the SANGIS database.¹

15. Section of the RFP we are referencing: Section V. Passage of text: Bidder shall provide pricing to implement the proposed solution. Please use the pricing template in Attachment D: Pricing Workbook for the response and provide all requested data on each tab. Could you please let us know if there is a budget allocated for offering incentives as part of the program? If so, could you provide details about the budget amount and the types of incentives planned (i.e. upfront, ongoing, etc.).

Response: There is budget for both an upfront/enrollment incentive and ongoing monthly incentives for continued participation; specific incentive levels have not been finalized.

16. Section of the RFP we are referencing: Attachment A Section 2.1. Passage of text: V1G functional requirements include solution specifications related to participant data, charge session data, monitoring and control, reporting, customer notifications, participant

¹ <https://sdgis-sandag.opendata.arcgis.com/>

enrollment, customer support, and forecasting. What specific criteria must participants meet to be eligible for enrollment in the pilot?

Response: Program eligibility criteria are still under development, but the pilot is focused on the management of home charging for light duty vehicles, registered to residential customers taking service through SD Community Power. The pilot may also limit participation to those with a Level II (240V) charger.

17. In regard to the projected planned portfolio endpoints in the pricing workbook in rows 14 - 17, can SDCP provide your latest estimated number of total registered EVs in your territory?

Response: SD Community Power does not have a count of registered EVs in the service territory; however, there are just over 1.5M registered PEVs in the County through the end of 2023. For more information, please visit the California Energy Commission's Light Duty Vehicle Population in CA webpage.²

18. In regards to the pricing workbook, planned program portfolio end point projections, can you please describe how SDCP came up with the planned program portfolio endpoint projections?

Response: The projects in years 1-2 align with the Pilot cap of 1,000 vehicles. Years 3-5 represent a modest scale up of enrollments after the initial phase. The ultimate size of the program beyond the 1,000 vehicle pilot will depend the RA and wholesale energy savings that can be derived from enrolled customers.

² <https://www.energy.ca.gov/data-reports/energy-almanac/zero-emission-vehicle-and-infrastructure-statistics-collection/light>