VGI WORKING GROUP, SUBGROUP B

Team 10 Rules of Thumb for Scoring

* **Rate design** is always “**indirect**”
* **System RA** services are always “**Direct**”
	+ However **PASS** use cases that are **RA-System/indirect** to reflect the benefits provided TOU rates that push charging off-peak, thus avoiding/reducing future RA obligations. This is the case for future capacity building.
* **Filter out** use-cases that are RA-Flex / indirect or RA-Local / indirect. Both of these are more “engaging” than RA-System, so best fit for Direct approach
* **Residential** is almost always **“Unified, Aligned”**
	+ **Fail** all “Fragmented, Misaligned” for SIngle Family Home Residential. The Resource is almost always Unified.
* **Fleet** is always **“Unified, Aligned”**
* **Commerical Public Commute** (the gas station model) cannot be **“Unified, Aligned”**
* **Fail** all indirect for “Fragmented, Misaligned”
* **Fail** all V1G for back-up / resiliency
* **Fail** all Ancillary Services (Frequency, Spin, Non-Spin) / indirect, as well as Voltage Support / indirect
* **Fail all Customer** – On-site Renewable Consumption / Direct, under the premise that, whole smart EV charging technology may technically be capable of this, the technology is not yet mature nor is being piloted.
* **Fail all V2G** approaches for LDVs, as this is not yet mature, nor is being piloted.