



FY 2021-2022 CCCE Energy Programs Design Q&A

Question	Answer
How will you be tracking progress and implementation success?	In FY 21 – 22, Energy Programs staff will build off the work done in collaboration with the Programs Ad Hoc Committee (AHC), a sub-committee formed by the CCCE Community Advisory Council Chair, to define success criteria and associated metrics and key performance indicators, and to create and implement a process for tracking and reporting program performance.
Will there be systems in place to measure reduced GHGs?	Reducing GHG emissions is one of CCCE’s strategic goals. Similar to defining success and tracking performance, Energy Programs staff will build off the quantitative analysis conducted for proposed FY 21 – 22 programs and leverage GHG inventory work done by the Association of Monterey Bay Area Governments to track GHG emissions reductions that occur as a result of energy programs.
What systems is staff putting in place to be sure we spend down the entirety of the budgeted funds and are those systems funded through the programs or operational budget?	All CCCE Energy Programs have dedicated and approved work plans and budgets for a given fiscal year that identify how program dollars will be spent. Similar to other efforts to define success and track performance, CCCE staff will also develop an implementation and administration plan as a part of a multi-year Energy Programs strategic planning process. The Programs Fund pays for the cost of development, design, implementation, and administration of energy programs, including for the portion of directly attributable services, such as advertising. Programs continue to be supported by the CCCE operating budget for unallocated costs, such as legal, finance, and data management. Primarily efforts to ensure successful program deployment will involve staff time and will be largely funded by Energy Programs budget. However, these efforts are supported by other CCCE departments.
We support fair regional disbursement and see that there will be regional quotas in some of the programs - how will you address programs that have high participation in one region but low participation in others?	The main strategy for addressing programs that have higher/lower participation in one county or geographic area relative to others is to adjust our targeting and marketing tactics and outreach efforts deployed. We would also work with local stakeholders and member agencies in areas with lower participation to amplify CCCE’s outreach message. As the programs mature, staff will reassess design to evaluate opportunities to align with customer demand.
The CALeVIP program does not include Level 1 EVSE, but another CEC program, "Light-Duty Electric Vehicle Infrastructure Projects Serving Rural and Multi-Unit	Through the CALeVIP South Central Coast Incentive Project, CCCE plans to support publicly accessible Level 2 and DCFC only in FY 21 - 22. However, CCCE recognizes the value add that Level 1 charger incentives provide to customers in some applications. Staff will

<p>Dwelling Residents" does include support for Level 1 as it is often appropriate for certain MUD situations. Will the CCCE program include Level 1 support?</p>	<p>continue to explore program design considerations for Level 1 chargers for potential future program iterations.</p>
<p>Will public agencies be eligible to apply for the battery energy storage pilot program?</p>	<p>The program design, including target market and eligibility requirements, for CCCE's anticipated Battery Energy Storage pilot program are yet to be determined. Public agencies are encouraged to consider the application of front of the meter distributed energy storage opportunities through CCCE's Local Energy Storage Resiliency Project Request for Qualifications.</p>
<p>Did you consider support for microgrids?</p>	<p>Yes. The committee carefully reviewed microgrid opportunities, but microgrids ultimately did not make the short list of programs. However, CCCE supported Congressman Panetta's MICROGRID Act and will continue assessing community microgrids and microgrids for critical facilities in our service area. CCCE acknowledges that resiliency is a top priority of its customers.</p>
<p>Will energy efficiency in advance of building electrification be required or suggested? Will incentives be provided for moderate income residents? (Since income qualified can work with existing services such as Central Coast Energy.)</p>	<p>CCCE will not require energy efficiency and will refer customers to other programs provided by Investor-Owned Utilities as well as our regional partners such as 3C-REN, Central Coast Energy Services, etc. to take advantage of free or low-cost energy efficiency upgrades. CCCE does not currently provide incentives for traditional energy efficiency and instead plans on funding electrification initiatives. CCCE's incentives and programs are created for all customers with an equity lens in mind.</p>
<p>New construction is occurring throughout the region. How can they take advantage of the charger and battery program?</p>	<p>CCCE has successfully provided funding for hundreds of new construction affordable and market housing projects throughout our service area and will continue to do so in FY 21 – 22. Applicants to our New Construction Electrification Program are encouraged to install EV charging equipment as a part of these projects. The program design, including target market and eligibility requirements, for CCCE's anticipated Battery Energy Storage pilot program are yet to be determined.</p>
<p>Are new developments automatically enrolled in CCCE or PG&E?</p>	<p>All new meters/ customers are automatically enrolled in CCCE's generation services. PG&E will continue to provide transmission, distribution, billing, and customer service. If a CCCE customer chooses to opt out of CCCE service, they will revert to receiving generation from PG&E.</p>
<p>With several EVs coming to the market with built in V2L and V2G (Vehicle to Grid) hardware, what is the possibility that the battery storage program could include a</p>	<p>CCCE recognizes the value and importance of V2L and V2G technologies as a part of program design. 3CE considers its battery storage program as a pilot program. CCCE is also engaged in regulatory and legislative activities regarding these areas. The program</p>

<p>subsidy for the V2G hardware and use the car as battery storage?</p>	<p>design, including target market and eligibility requirements, for CCCE's anticipated Battery Energy Storage pilot program are yet to be determined.</p>
<p>What is CCCE's timeline of when they will accept input on how smart chargers of the Charge Your Ride Program to manage charging times?</p>	<p>CCCE's Ad Hoc Committee has recommended that CCCE staff conduct research, planning, and design work in consultation with third party vendors and/or consultants in the following areas: 1. Medium to Heavy Duty Transportation and Electrification (funded by a California Energy Commission, or CEC, grant) 2. Residential and Commercial Demand Response and 3. Commercial Electrification (Existing Buildings). This work, funded partly by the FY 21 – 22 budget, will conduct market research, and identify barriers and opportunities in CCCE's service area. Part of this work will include an assessment of behavioral demand response programs that, if administered by CCCE, will provide customers the ability to leverage smart chargers to manage charging times.</p>