



## **Responses to Q+A for Competitive Member Agency Grants**

1. What's SVCE's Demand Response (DR) Program?
  - While not yet active, SVCE will operate one or more programs that optimize the dispatch of flexible loads (e.g., batteries, heat pump water heaters, smart thermostats) – resembling a demand response program, but with some key differences. SVCE will seek to maximize the benefits available to customers (e.g., bill savings, programmatic incentives, and energy services) and SVCE (e.g., reducing peak demand, retaining rights to capacity and energy attributes) under the same overarching program umbrella. Member agency grantees are advised to share the SVCE DR program requirement with vendors bidding on flexible load projects, such as solar + battery and battery added to existing solar.
2. Does the solar and battery unit have to cover the entire load of the building, or is it considered ok if there is an existing generator?
  - No, the solar + battery does not need to cover the entire load. Yes, a generator can be present. However, the grant cannot be used to purchase or enhance existing or new generators.
3. Can you confirm that the "Solar and Battery Project Requirement" in the solicitation applies only to "Installation of solar and battery storage on a building to function as a resiliency center" and not to "Installation of battery storage to existing solar on a building to function as a resiliency center"?
  - SVCE's solar and battery project requirement applies to solar + battery projects and added batteries to existing solar projects. The project must provide some level of resilience benefit.
4. Can agencies apply for both tracks?
  - Yes, agencies can submit one application each for the decarbonization track and engagement track for two separate projects. However, they cannot apply for both tracks if they are for a single project.
5. Can engagement track funds be used for single-family homes (serviced by SVCE) to purchase equipment that supports decarbonization?
  - If the proposed equipment is paired with a community engagement plan, it should be eligible for the grant. The equipment must be an electric appliance/s such as heat pump water heaters, heat pump heating ventilation and air conditioning systems, and induction cooktops/ranges, and prewiring, wiring (cooking, water heating, space heating, and clothes drying circuits) or circuit splitter/pauser devices.
6. Can decarbonization track funds be used for a design study?
  - No, the decarbonization track funds are meant to serve as demonstration projects that benefit the community and can be replicated by others. However, the Noncompetitive Member Agency Grants can be used for design studies.
7. Can two applications be submitted by one agency?

- Agencies can apply for the decarbonization track and engagement track for two separate projects. However, agencies cannot apply for multiple projects under a single track.
8. Could we consider a project that includes site plans for EV charging at multiple public locations (City Hall, library, Community Center, parks, etc.) but construction for only 1-2 sites? This would allow us to build a longer-range plan for EV infrastructure and phase construction for additional sites in future years beyond this current grant.
- No, grant funds can only be used for site plans for sites that are a part of the proposed constructed project. However, on this issue, member agencies interested in EVI site plans should attempt to enroll the sites in SVCE's No-Cost Technical Assistance program as soon as possible. The application period closes on March 31, and there is currently capacity for a handful of additional sites to be added. Go to [Silicon Valley Clean Energy - EV Charging](#) to enroll. Questions should be addressed to [Hannah Gustafson](#).
9. How flexible is the grant in terms of number of chargers installed? If equipment costs come in higher than anticipated, would we have flexibility to reduce the number of installed chargers? Or pivot from grid-connected chargers to something like PairedPower that is lower cost and can be off-grid if needed?
- The proposal must contain an estimated project budget listing the number/type of chargers, potential charger brands, and requested grant amount. It is SVCE's preference not to reduce the number and types of chargers from what is proposed in the grant application. If you anticipate any changes during the project, you must state that in the application, and it may be considered during the grading process. If the project is selected, a grant agreement is executed, and unexpected changes happen, SVCE's Program Manager will work with the grantee as best as possible. SVCE has full discretion to deny or allow an amendment to the grant agreement for changes in project scope and timeline.
10. *Physical maintenance costs not related to the project's primary purpose of electrification or resilience (e.g., asphalt and repainting) is listed as an ineligible cost. If we need to tear up asphalt for construction related to EV charging infrastructure, is that cost ineligible for grant funds?*
- Modifying asphalt to install EV charging infrastructure would be an eligible cost as it is directly related to the project's construction.
11. Given the \$3M for decarbonization is anticipated to fund 3-6 projects, will projects with a lower budget (and therefore potentially less impact) be viewed as less competitive?
- The size of the project will not impact the overall competitiveness of the project. SVCE will assess the competitiveness of all proposals based on the following criteria: level of decarbonization value, energy resilience value (when applicable), replicability, and potential decarbonization value at scale, quality of community engagement and education plan, quality of project implementation plan (project management of construction), diversity and creativity of approaches to engage the

public across SVCE territory and/or larger region, and history of grants awarded and success of project execution.