

VALLEY CLEAN ENERGY ALLIANCE**Staff Report – Item 11**

To: Board of Directors

From: Mitch Sears, Chief Executive Officer
Rebecca Kuczynski, Customer Officer
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Subject: Charge Your Ride: Phase 2 of the Electric Vehicle Rebate Pilot Program

Date: November 13, 2025

RECOMMENDATION

Review and approve Phase 2 of Valley Clean Energy's Electric Vehicle Rebate Pilot Program: Charge Your Ride.

OVERVIEW

The main goal for VCE's Electric Vehicle Rebate Pilot Program Phase 2 is to remove barriers to access for transportation electrification, with a focus on low-income customers and renters.

BACKGROUND

In September 2022, VCE launched an Electric Vehicle (EV) Rebate Pilot Program to align with member jurisdictions' transportation electrification goals and the state and national movement toward transportation electrification. VCE designed a program that could be stacked with existing EV rebates and incentives, providing VCE customers with additional funding opportunities.

Phase 1 provided rebates for new electric vehicles with eligibility for VCE's program contingent upon the customer receiving a rebate from the California Vehicle Rebate Project (CVRP). The program was successful, with 10 low-income rebates and 31 standard rebates disbursed. VCE received positive feedback from participating customers, and at least one previously opted-out customer returned to VCE to qualify for the rebate. In May 2023, the Board extended Phase 1 funding by \$20,000 and approved the reallocation of an additional unused \$20,000 allotted to program administration for rebates. This funding was exhausted within two months, demonstrating a growing demand for EV Rebates among VCE customers.

In August 2023, the Community Advisory Committee (CAC) provided feedback on and recommended Board approval of Phase 2 of the EV Rebate Pilot Program. Shortly before the Board was scheduled to review phase 2, the CVRP program suspended its rebates, and no new applicants have been accepted since November 2023. Since VCE relied on the CVRP EV purchase and income verification to approve recipients' eligibility, phase 2 was delayed until there was sufficient staff time to implement an alternative program design. The current, staff-recommended design has been about 2 years in the making, though most of the work has occurred in the past year.

Phase 2 Design Process

Pilot program designs for the second phase have been brought before the CAC twice, and before the Board once, each time with new feedback incorporated.

Research from 25+ scholarly sources has been integrated into the Phase 2 design. The Programs and Outreach Task Group (POTG) has reviewed Phase 2 pilot program design four times.

In addition, staff has conducted extensive feedback conversations spanning Q4 2024-present, including with:

- Yolo County Housing Authority
- UC Davis Institute of Transportation Studies
- UC Davis California Lighting and Technology Center
- UC Davis Energy and Efficiency Institute
- 3 different CCAs on 6 different occasions
- 4 property owners of multi-family apartment complexes
- 2 member jurisdictions
- 2 CalCCA committees (Equity and Programs)

Stakeholders and the POTG have provided multiple rounds of feedback, with the POTG recommending approval of the proposed Phase 2 program design in October 2025. The Community Advisory Committee reviewed Phase 2: Charge Your Ride and provided its unanimous recommendation to the Board to adopt the staff recommendation on October 23rd, 2025.

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ANALYSIS

As of 2022, 57% of transportation GHG emissions are from light-duty and passenger vehicles¹. Accordingly, transportation electrification is one of VCE's key focus areas for program implementation. The main goal for Charge Your Ride is to remove barriers to access for transportation electrification, with a focus on low-income customers and renters. Research shows that low-income customers experience barriers to both the purchase and charging of electric vehicles², with particular challenges faced by renters in multi-family residential complexes where opportunities for EV charging are generally limited. These barriers are addressed by three program elements in Phase 2 of the pilot: (1) EV rebates for low-income customers, (2) funding to incentivize installation of chargers at multi-family residential complexes, and (3) enhanced technical support for multi-family property owners. Rebate incentives for charging infrastructure for renters at home have shown to be successful in promoting EV ownership and retention³.

Co-benefits of the Phase 2 pilot include:

- Greenhouse Gas (GHG) emissions reductions
- Supporting multi-family property owners in charger installation
 - Helping multi-family property owners to attract and retain renters
 - Installing infrastructure that will benefit multi-family property owners, as well as influence EV purchasing decisions for renters for years to come
 - Providing "white glove" technical support to property owners through VCE's customer support system, increasing customer satisfaction and retention for VCE
 - Supporting renters in multi-family housing by increasing access to home charging
- Promoting enhanced customer satisfaction for low-income customers, renters and property owners

Target customers include low-income VCE customers experiencing barriers to EV ownership, and multi-family property owners. Benefiting customers also include current and future tenants in multi-family properties. In addition, by specifically engaging multi-family property owners with practical incentives and implementation support services, VCE can build stronger relationships and enhance the likelihood of participation in future programs (i.e. home electrification in multi-family properties).

¹ <https://www.epa.gov/greenvehicles/fast-facts-transportation-greenhouse-gas-emissions>

² California Central Valley, Bay Area, and nationwide research all show that the top 2 hindering factors to EV adoption are lack of access to charging and start-up costs to purchase an EV (*Hardman et al., 2025*) and (*Pamidimukkala, 2023*).

³ <https://www.sciencedirect.com/science/article/pii/S2590198223002543>

To ensure geographic diversity with regard to the availability of funds, staff recommends allocating available incentives by percentage of customers served in each jurisdiction for the first nine months after Phase 2 launch. Following the first nine months of Phase 2 pilot launch, any unspent funds would become available to all parts of VCE's service territory.

CHARGE YOUR RIDE PROGRAM DESIGN

Pilot Components

The recommended design of the Charge Your Ride Phase 2 Pilot includes the following elements:

1. Incentives for electric vehicle purchase for qualifying low-income customers
2. Incentives for multi-family Level 1 and Level 2 charging outlets and stations that *could* include (depending on the site):
 - a. Circuit splitters, pausers and EV prewiring rebates
 - b. Funds retained as an additional rebate for charger maintenance within 5 years of installation
 - c. Incentives for panel upgrades
3. "White glove" technical support provided by VCE to support multi-family property owners, from project conception to installation. Staff is exploring the provision of this enhanced technical support by SMUD as an add-on to the existing Electric Advisor service, to ensure a smooth customer experience across programs and general customer care.

Pilot Element 1: Vehicle Incentives

Electric Vehicle incentives for low-income qualifying customers.

- Discussion/Design: CPUC-approved ratepayer funds are distributed by PG&E through their Pre-Owned EV Low-Income Rebate Program⁴. If VCE customers qualify for this low-income rebate, they would automatically qualify for VCE's Charge Your Ride incentive. This ensures the ability to stack VCE's low-income rebate with these rebates and others, as well as mitigating risk associated with collecting sensitive documentation and reducing program administration burden on staff. Staff is recommending a VCE battery electric vehicle (BEV) low-income rebate amount of \$3,500, stackable with the CPUC/PG&E Pre-Owned low-income rebate (\$4,000) for a stacked incentive total of \$7,500. This combined amount fills the gap left by previous federal funding that has been discontinued.
- Outreach and Marketing Strategy: targeted marketing to low-income customers who are considering purchasing an electric vehicle utilizing social media, website, and fliers

⁴ <https://evrebates.pge.com/program-requirements>

for VCE and stakeholder distribution (e.g. De Colores and Cool Davis). Depending on demand, direct mail to low-income households may be employed.

Pilot Element 2: Multi-family Housing Charging System Incentives

Incentives for multi-family housing.

- Discussion/Design: Incentivizing charging readiness in multi-family housing is very important, as EVs are generally most inaccessible for renters or customers without easy access to charging. The charging incentives would be scaled to the number of multi-family dwelling units per property.

According to the US Department of Energy, 80% of EV charging is done at home.^[5] Without incentives for home charging, the transition to an electric vehicle can seem out of reach for many customers. Multi-family property owners would be able to stack VCE incentives for a charger, charger-ready equipment (circuit splitters, pausers, EV prewiring), and/or panel upgrades. Panel upgrades are often a key barrier to charger installation. In certain situations, panel upgrades can be avoided with more cost-effective devices such as circuit splitters or pausers.

Incentives would be considered independent, meaning that customers could apply for one or all incentives (e.g., customers could apply for a panel upgrade if they do not apply for a vehicle). This maximizes customer flexibility (“meet customers where they’re at”), as well as encourages long lasting electrification infrastructure investments. Not all incentives will be needed at each site. The program is structured to account for that flexibility with pilot budget amounts for each category being scaled as an “up to...” amount. The incentive amounts and pilot structure were informed by academic research as well as program designs from other CCA programs.

- Outreach and Marketing Strategy: target customers are multi-family properties within VCE’s service territory. High-touch outreach would be employed, including staff calling, visiting, and sending direct mail to property owners. Marketing through the Chambers of Commerce, potentially including presentations, would also be used.

Pilot Element 3: Technical Support

Technical support for participating multi-family property owners.

- Discussion/Design: From initial conversations with multi-family property owners and other stakeholders, staff determined that without in-depth technical support, many property owners may be daunted by the prospect of electrical upgrades, not taking advantage of the available incentives. Additionally, other CCA programs have seen success providing a “white glove” concierge-style service to help customers with

charging installation. To that end, staff is in discussion with Sacramento Municipal Utilities District (SMUD) about the possibility of a “white glove” service that could be added to the existing Electric Advisor service. Customers could access site-specific technical assistance along the entire electrification journey.

- Outreach and Marketing Strategy: target customers are multi-family properties within VCE’s service territory. High-touch outreach would be employed, including staff calling, visiting, and sending direct mail to property owners. Marketing through the Chambers of Commerce, potentially including presentations, would also be used.

Additional Element - Charger Maintenance Rebate

Charging equipment can experience maintenance needs outside of warranty, which could result in unusable equipment and frustration for the customer, sometimes even impacting future electrification decisions. Staff is proposing a \$500 charger maintenance rebate for customers requesting work within 5 years of installation. Participants would be eligible if there is no other funding source available (e.g. an active warranty) and if VCE assisted with the installation of the charger(s). This rebate is similar to an incentive in a previous PG&E program design⁵.

Budget Options

Staff devised 3 Budget Options with a menu of incentives from the 3 Pilot Program Elements for the Board to review (see Attachment 1 for all Budget Options). For all 3 Options, the overall budget for the pilot remains the same, but the incentives and Pilot Elements differ. Staff recommends Option 2 (table below), which includes incentives for EVs, charging, technical assistance, and charger maintenance. For charging installations, available charging readiness incentives could include circuit splitters, pausers, and pre-wiring; and technical assistance can help customers to better understand these technologies. If all other technical options to provide the necessary electrical service for charging (i.e. circuit splitters, pausers), have been exhausted, customers could be eligible for an additional \$5,000 for a panel upgrade. Staff recommends that customers upgrade their panels as a last resort.

⁵ Staff was informed by a member jurisdiction that they worked with PG&E to install charging on an early PG&E pilot, and PG&E provided 10 years of charger maintenance as part of the pilot.

Table 1 – Option 2 - Recommended

Budget Option 2: EVs and Charging, Charger Maintenance, Tech Assistance	Pilot Program Elements	Incentive Category	Project Incentive Cap	
	Pilot Program Element 1: EVs	Pre-Owned EV Rebate, low-income qualifying only	Up to \$3,500	
	Pilot Program Element 2: Charging	Charger Maintenance	Up to \$500/charger	Total project cost not to exceed \$35,000 per property
		Charging Outlets + Readiness (L1)	Up to \$2,500/outlet	
		Charging Stations + Readiness (L2)	Up to \$4,000/station	
	Pilot Program Element 3: Tech Assistance	Program Admin	Up to \$60,000	
	Staff Time and Program Contingency		Up to \$60,000	
	Budget Total \$1,000,000			

The majority of the proposed budget is allocated to Element 1 (EV rebates) and Element 2 (multi-family EV charging). Here is one potential allocation scenario under the staff-recommended Budget Option 2 outlined above:

- 70 EV rebates @ \$3,500 = \$245,000
- 25 charger maintenance @ \$500 = \$12,500
- L1 chargers, charger readiness: 13 projects, 1-10 chargers each (up to 130 chargers) = \$325,000
- L2 chargers , charger readiness: 12 projects, 1-6 chargers each (up to 60 chargers) = \$240,000
- 10 panel upgrades @ \$5,000 = \$50,000
- Project admin and contingency = \$120,000

Pilot Metrics

Pilot program metrics include the number of EV rebates provided, GHG emissions reductions⁶, number of chargers installed, number of applications submitted and completed, customer satisfaction (measured through surveys and referrals), hours of customer assistance provided, and any applicable workforce development impacts.

Customer Eligibility

EV Incentives

If a customer receives a rebate through the CPUC/PG&E Pre-Owned EV Rebate Program (see attachment 3) and provides proper documentation to PG&E, customers would automatically qualify for VCE's Charge Your Ride Low-income EV Rebate. This will minimize staff's program administration burden, as well as the liability associated with collecting sensitive information (e.g. tax returns). VCE Staff is in contact with PG&E staff to better collaborate on program marketing efforts. Eligibility for PG&E's low-income EV Rebate includes participating in one of the income-qualified programs below:

- California Alternate Rates for Energy (CARE)
- Family Electric Rate Assistance Program (FERA)
- Clean Cars for All
- Clean Vehicle Assistance Program
- Driving Clean Assistance Program
- Residency in Affordable Housing, Public Housing, or Housing Choice Vouchers (Section 8)
- Low Income Home Energy Assistance Program (LIHEAP)
- CalFresh/SNAP (Food Stamps)
- Women, Infants, and Children (WIC)
- CalWORKs (TANF) or Tribal TAN
- Supplemental Security Income (SSI)
- Free or Reduced National School Lunch Program (NSLP)
- Bureau of Indian Affairs General Assistance Head Start Income Eligible (Tribal Only)

Charging Incentives and Technical Assistance

Customer must be a VCE customer in good standing to be eligible.

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⁶ Staff is still in discussion with subject matter experts on most appropriate measure of GHG emissions reductions, as there are several methodologies.

FINANCIAL IMPACT

The total proposed Charge Your Ride budget is \$1,000,000, which constitutes less than half of the current VCE Programs budget. The budget potentially includes administration elements through third parties, which could be reallocated to rebates should staff not need additional support.

CONCLUSION

Staff is recommending Board approval of Charge Your Ride (Budget Option 2) for Phase 2 of Valley Clean Energy's Electric Vehicle Rebate Pilot Program.

Attachment 1: Budget Options and Scenarios

Attachment 2: Definition of Terms

Attachment 3: Draft VCE Charge Your Ride Terms and Conditions

Attachment 4: PG&E Pre-Owned EV Rebate Terms and Conditions

Attachment 5: Preliminary Program Design/Implementation Form

Attachment 1: Budget Options and Scenarios

Budget Option 1: EVs and Charging, Charging Maintenance, (no Tech Assistance)			
Pilot Program Elements	Incentive Category	Cap	
Pilot Program Element 1: EVs	Pre-Owned EV Rebate, low-income qualifying only	Up to \$3,500	
Pilot Program Element 2: Charging	Charging Outlets + Readiness (L1)	Up to \$2,500 per outlet	Total project cost not to exceed \$35,000 per property
	Charging Stations + Readiness (L2)	Up to \$4,000 per station	
	Program Admin	Up to \$60,000	
	Staff Time and Program Contingency	Up to \$40,000	
	Budget Total \$1,000,000		

Possible Example Scenarios: With Budget Option 1, the total budget amount could be allocated:

- 70 EV rebates @ \$3,500 = \$245,000
- L1 chargers and charger readiness: 13 projects, 1-10 chargers each (up to 130 chargers, capped at \$35,000/project) = \$325,000
- L2 chargers and charger readiness: 12 projects, 1-6 chargers each (up to 60 chargers, capped at \$35,000/project) = \$240,000
- 18 panel upgrades @ \$5,000 = \$90,000
- Project admin and contingency = \$100,000

Budget Option 2: EVs and Charging, Charger Maintenance, Tech Assistance: Staff Recommendation			
Pilot Program Elements	Project Incentive Category	Cap	
Pilot Program Element 1: EVs	Pre-Owned EV Rebate, low-income qualifying only	Up to \$3,500	
Pilot Program Element 2: Charging	Charger Maintenance	Up to \$500 per charger	Total project cost not to exceed \$35,000 per property
	Charging Outlets + Readiness (L1)	Up to \$2,500 per outlet	
	Charging Stations + Readiness (L2)	Up to \$4,000 per station	
Pilot Program Element 3: Tech Assistance	Program Admin	Up to \$60,000	
	Staff Time and Program Contingency	Up to \$60,000	
	Budget Total \$1,000,000		

Possible Example Scenarios: With Budget Option 2, the total budget amount could be allocated:

- 70 EV rebates @ \$3,500 = \$245,000
- 25 charger maintenance @ \$500 = \$12,500
- L1 chargers, charger readiness: 13 projects, 1-10 chargers each (up to 130 chargers) = \$325,000
- L2 chargers , charger readiness: 12 projects, 1-6 chargers each (up to 60 chargers) = \$240,000
- 10 panel upgrades @ \$5,000 = \$50,000
- Project admin and contingency = \$120,000

Budget Option 3: Charging, Charger Maintenance, Tech Assistance, (No EVs)			
Pilot Program Elements	Incentive Category	Cap	
Pilot Program Element 2: Charging	Charger Maintenance	Up to \$500	Total project cost not to exceed \$35,000 per property
	Charging Outlets + Readiness (L1)	Up to \$2,500	
	Charging Stations + Readiness (L2)	Up to \$4,000	
Pilot Program Element 3: Tech Assistance	Program Admin	Up to \$60,000	
	Staff Time and Program Contingency	Up to \$60,000	
	Budget Total \$1,000,000		

Possible Example Scenarios: With Budget Option 3, the total budget amount could be allocated:

- 25 charger maintenance @ \$500 = \$12,500
- L1 chargers, charger readiness: 15 projects, 1-10 chargers each (up to 150 chargers) = \$375,000
- L2 chargers, charger readiness: 12 projects, 1-10 chargers each (up to 120 chargers) = \$480,000
- 2 panel upgrades @ \$5,000 = \$10,000
- Project admin and contingency = \$120,000

Please note that all potential budget option scenarios are illustrative **only and are intended to provide an example of how funds could be allocated. Additionally, for the first 9 months of the program, total budget amount will be allocated to member jurisdictions by percentage of customers served, on a first-come, first-served basis, up to the geographic cap.*

Attachment 2: Definition of Terms

Defining Terms:

Electric Vehicle: An EV or electric vehicle runs on electricity. EVs are rapidly becoming the preferred car globally because of cost and environmental benefits. The three types of EVs are Battery Electric Vehicles (BEVs), Plug-In Hybrid Electric Vehicles (PHEVs) and Hybrids.

BEV (battery electric vehicle): A BEV is an EV that runs only on electricity. BEVs provide the greatest cost and environmental benefits.

ZEV (zero-emissions vehicle): Zero-emission vehicles are cars that emit no greenhouse gases. Full battery electric vehicles (BEVs) are Zero-Emission Vehicles.

PHEV (plug-in hybrid electric vehicle): PHEVs run on both gas engines and electric batteries. Some PHEVs first run on electricity and then switch to gas when electricity runs out. Others use both simultaneously. PHEVs are not as efficient as BEVs but offer more environmental and cost benefits than hybrids.

Greenhouse Gas Emissions: Greenhouse gas emissions such as carbon dioxide (CO₂) are generated by burning fossil fuels. ICE vehicles are a leading cause of GHG emissions. Switching to EVs significantly reduces GHG emissions.

Charging Station: A charging station refers to where you charge your EV both in public and at home.

Level 1 (L1): In North America, Level 1 (L1) AC charging is the slowest type of EV charging. Level 1 requires no special equipment and can connect to a standard wall outlet delivering AC power.

Level 2 (L2): Level 2 (L2) AC charging is the intermediate type of EV charging. Many EVs use Level 2 charging at home and in public.

Level 3 (L3): Level 3 (L3) DC charging is the fastest type of EV charging. EVs can use Level 3 charging in public when going long distances or when time is scarce.

Plug: Another term for an EV's connector.

Port: A port is where a station's connector plugs into an EV to charge. The different types of connectors plugs all have corresponding ports.

Adapter: An EV adapter allows an EV to connect to different types of EV chargers. For example, a Tesla can use adapters to connect to other types of EV chargers.

Kilowatt (kW): A kilowatt is a measure of power or the rate at which energy is used. Kilowatts influence the speed of EV charging.

Kilowatt-hour (kWh): A kilowatt-hour is a measure of energy use over time and is used to track the amount of energy added to an EV battery while charging. More kWh means more energy for an EV to run on.

Attachment 3: Draft VCE Charge Your Ride Terms and Conditions

DRAFT Terms & Conditions for Charge Your Ride, EV Rebate Phase 2:

- Property has an existing VCE customer account in good standing;
- EVSE (EV Supply Equipment) must be connected to a meter associated with an active VCE customer account;
- All work performed on projects under this agreement must be performed by contractor companies that hold a valid California C-10 license;
- Installations must comply with all federal, state, and municipal laws, ordinances, rules, codes, standards, and regulations.
- Installations must be voluntary and surplus—charging stations that are required to be installed by a regulation, local ordinance, building code, or other legal obligations (e.g., legal settlement, condition of lease agreement or use permit, EV-readiness ordinance) are not eligible;
- For residential applicants, if the housing is not master metered (each home has its own electrical meter), it must meet the following: Assigned parking spaces are eligible;
- Participant is the property owner of title, property manager, or an authorized representative of the property owner of title;
- Installations must be adding additional EVSE. Replacement of existing EVSE, whether operable or inoperable, is not eligible;
- An organization or individual (contractor, developer, property manager, etc.) may be authorized by the property owner to act on the property owner's behalf for the purpose of applying for and managing Pilot Incentives (a "Designated Applicant"). If the Designated Applicant applies for Pilot Incentive funds on behalf of the property owner, the property owner may authorize the incentives to be paid directly to the Designated Applicant;
- VCE reserves the right to exclude any eligible VCE customer from participating in the Charger Assistance Pilot, including any eligible VCE customer having an Account with a delinquent balance. Eligibility is subject to change.
- Applications must be submitted within ninety (90) days of the purchase, unless an extension is granted by VCE;
- No equipment warranties;

- Vehicles must be purchased at a dealership or online retailer. Private party (i.e. person-to-person) sales are not eligible for the rebate;
- Applicants are not required to submit Social Security Numbers (SSNs);
- Applicant cannot be claimed as a dependent on another taxpayer's tax return for the tax year of purchase;
- The Applicant's permanent home address must be an address in a Member Community. Proof of residency is required.

Qualifying EVs, Chargers and Other Eligible Costs:

- L1-2 Outlets must be 120 volt or 208/240V outlets; each outlet must provide a 1.4 kW minimum power supply;
- NEMA-rated receptacle for 15- or 20-amp circuit must be installed;
- Receptacles installed outside must use NEMA 3R minimum rated enclosures;
- There must be a dedicated EV charging circuit breaker that is clearly labeled in the service panel or sub-panel;
- The outlet must be within 14 feet of a vehicle charging parking spot(s);
- Installation must be completed by a valid California state-licensed electrician.
- L2 Stations; Charger must utilize an SAE J1772 compliant charging connector;
- Charger must have a 6.2 kW minimum capable power supply. Actual operating draw may be lower when controlled by power management;
- Charger must be NEMA 3R rated minimum;
- Charger must be UL 2594 certified by a Nationally Recognized Testing Laboratory (NRTL);
- Equipment must be new and installed for the first time, hardwired and either installed on a wall or pedestal;
- A minimum 3-Year Warranty must be included;
- If Panel Upgrade is Unavoidable, the existing electric panel must be upsized to a new or expanded capacity of at least 200 amps;
- Must be specified and installed in compliance with the California Electrical Code;
- The new panel must be required to enable the load of a minimum of four new ports;

- EV charging infrastructure hardware (EV charging stations and outlets);
- Design and engineering services; *Installation labor costs;
- Electrical improvements (including panel upgrade costs preferably circuit splitters and pausers);
- Utility service upgrades, net of any utility service allowance;
- Operations and maintenance agreements;
- Costs associated with extended Wi-Fi or cell connectivity for EVSE;
- Project signage;
- Required ADA upgrades due to charging project;
- Permit fees;
- Load management equipment;
- Electric Vehicle must be a new or used plug-in hybrid electric vehicle or battery electric vehicle;
- Vehicle must be a highway capable, four-wheeled passenger vehicle;
- Motorcycles are not eligible;
- The Applicant cannot be the same as the vehicle's previous owner, as shown on the vehicle title;
- Vehicles purchased must be for personal use only, not for resale
- EVs at MRSP value less than \$50,000 (TBD with used focus)



Pre-Owned EV Rebate Terms and Conditions

The following Terms and Conditions apply to all Pacific Gas and Electric Company (PG&E) Pre-Owned EV Rebate Program ("Program") Applications submitted on and after April 16, 2025. Terms and Conditions for applications submitted prior to April 16, 2025 can be found in our FAQs here: <https://evrebates.pge.com/faqs>. There are two rebates available under the Program: the Standard Rebate and Rebate Plus. Requirements for each rebate are explained below. Funds available for the Rebates are limited and are available on a first-come, first-serve basis.

I. Applicant Eligibility

To be eligible for the PG&E Pre-Owned EV Rebate ("Rebate"), an applicant ("Applicant") must:

- 1. Be a customer of PG&E with an active residential Electric Service Agreement at the time of application submission or at the time of application review.**
 - a. PG&E gas-only residential customers who receive electric service from a municipality are not eligible.
 - b. Applications with a vehicle registered at an address that has a commercial account for their PG&E Electric Service Agreement are not eligible.
 - c. Community Choice Aggregation ("CCA") and Direct Access ("DA") customers who receive electric delivery service from PG&E are eligible for the rebate.
 - d. The name on the PG&E Service Agreement does not need to match the Applicant's name.
- 2. Own or lease a previously owned ("pre-owned" or "used") eligible electric vehicle with a current California registration for a minimum of twenty (20) consecutive months after the vehicle purchase or lease date. Lease terms of at least twenty (20) months are required for Rebate eligibility. For more details on eligible vehicles, see the vehicle eligibility section.**
 - a. If the Applicant is assuming a lease from a previous lessee, the number of months between the lease transfer date and the lease end date must be at

least twenty (20) months to be eligible.

- b. If the lease agreement submitted does not have a minimum lease term, the vehicle is not eligible for a Rebate unless an Applicant can provide other proof, acceptable to PG&E, in its sole discretion, that the Applicant will lease the vehicle for at least twenty (20) months.
 - c. If an Applicant does not retain ownership or lease of the qualifying EV for twenty (20) months, the Applicant agrees to return to PG&E a pro rata share of the Rebate amount.
3. **Register the vehicle at the same Service Address corresponding to the Applicant's residential PG&E Electric Service Agreement. The address on the Application must match the address listed on the vehicle registration and the Service Address associated with the residential PG&E Electric Service Agreement ID provided. Rebate check(s) for an approved Applicant must be mailed to the address present on the Applicant's registration card.**
 4. **Have the vehicle registered in the Applicant's individual name and pay the current vehicle registration fees in the State of California. A vehicle registered only in the name of a business is not eligible.**

Note: Paid registration for a Planned Non-Operational (PNO) vehicle is not acceptable to meet the "proof of current vehicle registration" requirement.

5. **Provide a copy of the Applicant's valid California driver license. If the Applicant is living in California on military orders, the Applicant must provide a copy of a valid, out of state driver license and the military orders to California.**
6. **Successfully submit a Rebate application within 180 days after the date of first purchase or lease of the EV by the Applicant. An application is considered submitted once the application form is completely filled out and all supporting documents are uploaded. The applicant will receive an email confirmation when the application and documents are submitted.**

Note: An Applicant may not start an Application prior to purchase or lease and possession of an eligible EV.

- a. The date of purchase or lease shall be the date listed on the purchase or lease contract.

- b. If purchased in a private party sale (not from a registered dealer), the Transfer Date on the new owner's Certificate of Title shall be considered the date of purchase. If the Transfer Date is missing from the Certificate of Title, additional documentation may be required to confirm the vehicle purchase date.
- c. If an Applicant leased an eligible vehicle and subsequently purchased the same vehicle, the original lease date will be considered the date of purchase or lease for the purposes of the Rebate. The original lease agreement must be submitted by the Applicant to complete the Application.

II. Vehicle Eligibility

To be eligible for the Rebate, a vehicle must:

1. **Be a qualified pre-owned (used) Battery Electric Vehicle ("BEV") or Plug-in Hybrid Electric Vehicle ("PHEV") (both BEV and PHEV are referred to herein as an "EV") listed on the California Air Resources Board's High Occupancy Vehicle (HOV) Lane Eligibility List found at <https://ww2.arb.ca.gov/eligible-carpool-sticker-list>.**

Note: Fuel cell vehicles, Compressed Natural Gas vehicles, electric bikes, electric motorcycles, electric scooters, and neighborhood vehicles are not eligible for a Rebate, even if they are included on the HOV Eligibility List.

2. **A vehicle is considered pre-owned (used) for the purposes of the Program if it meets both of the following criteria listed below:**
 - a. The vehicle has been fully registered to a previous owner prior to the Applicant's purchase or lease; and
 - b. If purchased at a dealership or retailer, the purchase or lease contract indicates that the vehicle is "Used" OR, if purchased in a private party sale, the Certificate of Title has a Transfer Date present.

If the above criteria are not met, PG&E may, in its sole discretion, consider providing a Rebate, if the Applicant can provide other evidence demonstrating that the vehicle had been previously owned. If the supporting documentation provided by the Applicant does not make clear that the vehicle is pre-owned (used), PG&E may require additional documentation to confirm eligibility.

3. **A vehicle is not considered pre-owned (used) and is ineligible if:**

- a. The vehicle was previously an unregistered dealer demo, rollback, or unwind that had not been fully registered,
- b. The Applicant received the California Clean Fuel Reward at the point of purchase or lease of the vehicle, regardless of the vehicle status listed on the contract; or
- c. The vehicle was leased as a new vehicle by the Applicant and the Applicant subsequently purchased the vehicle.

4. If leased, a pre-owned vehicle is only eligible for a Rebate if it was leased from a registered dealership, vehicle retailer, or other approved leasing agency.

III. Additional Requirements for Rebate Plus

In addition to the Standard Rebate, the Applicant may be eligible for the Rebate Plus option if the Applicant meets specific income-based criteria, as set forth under either of the two scenarios below:

- 1. Scenario 1: Applicant participated in and provides proof of enrollment (listing the Applicant as the participant), in at least one (1) eligible public assistance program at the date of purchase or lease of the EV. The public assistance programs are found at evrebates.pge.com/program-requirements.**
 - a. The Applicant's name must match the name of the participant enrolled in the eligible public assistance program. The proof of enrollment must be dated within twelve (12) months of the Application submission date. Additional details on the proof of enrollment documentation may be required for specific public assistance programs. If enrollment cannot be verified or if required details are missing from the provided documents, the Applicant must provide proof of enrollment in another eligible public assistance program or must go through income verification in order to be eligible for the Rebate Plus.
 - b. Proof of enrollment documentation that lists the Applicant as a dependent will be considered proof of dependency status and the Applicant will not be eligible for the Rebate Plus.
 - c. If an applicant is under the age of 18, additional documents will be requested to verify dependency status.

- 2. Scenario 2: Applicant's household meets the annual gross income limits set for their household size and the county within the PG&E service territory they resided in at the time of vehicle purchase or lease. Income limits for each county in Pacific Gas and Electric territory are based on the State Income Limits set by California's Department of Housing and Community Development ("HCD") and are updated annually. An applicant can reference the current program income limits for each ZIP code and household size at evrebates.pge.com/program-requirements.**
- a. For the purposes of the program, "household size" means the taxpayer(s) and any individuals who are claimed as dependents on the federal income tax return filed for the same year of the purchase or lease date of the vehicle. If the tax return for the year of purchase or lease has not yet been filed, the most recently filed tax return within two (2) years of the year of vehicle purchase or lease will be required for household size verification. Individuals that reside at the PG&E Electric Service Agreement address but that are not listed on the Applicant's filed tax return will not be included in the "household size" for the purposes of the Rebate Plus eligibility.
 - b. For the purposes of the program, "gross income" includes both taxable and non-taxable income. This includes, but is not limited to, the following: Wages, unemployment, workers' compensation, Social Security, Supplemental Security Income ("SSI"), public assistance, veterans' payments, survivor benefits, pension or retirement income, interest, dividends, rents, royalties, income from estates, trusts, educational assistance, alimony, child support, assistance from outside the household, and other miscellaneous sources.
 - c. As proof of income eligibility, Applicants must provide:
 - i. A completed Household Summary Form that reflects the household members included on the Applicant's most recently filed tax return, including any spouse or dependents of any age; and
 - ii. A completed and signed IRS Form 4506-C for each person over the age of eighteen (18) included on the Applicant's filed tax return, regardless of filing status, for the year in which the Applicant's vehicle was purchased or leased. Dependents of the Applicant that were seventeen (17) or younger on the date of vehicle purchase or lease do not need to complete a 4506-C.

- d. If an application is submitted prior to the deadline for the last complete tax year's return, the return for the previous year will be requested instead.

For example: an Applicant applying before the deadline to file their 2024 federal tax return will be asked to fill out a 4506-C for their 2023 tax return.

- e. If an applicant has filed for the most recent tax year before the tax filing deadline and the IRS has completed processing their return, then the applicant may request that their income is evaluated on their most recently filed tax return. This request must be made before the Applicant's Rebate Plus application is processed.

For example: an Applicant who had already filed their 2024 taxes in February of 2025 and applied in March of 2025 may request that their tax return for tax year 2024 is evaluated. However, once Income Verification has been completed for an Application, no requests to adjust tax years or household sizes to accommodate income limit eligibility be accepted.

- f. If an Applicant has not yet filed their tax return for the year of purchase or lease, their most recently filed tax return within two (2) years of the year in which the vehicle was purchased or leased will be requested for income verification.
- g. If an Applicant has not filed a tax return within two (2) years of the year the vehicle was purchased or leased, PG&E may, in its sole discretion, consider additional documentation to calculate income. Examples of additional documentation that may be required include pay stubs, W2s, SSI benefit documents, etc. Filing an extension for the tax year being requested is not considered filing for the purposes of the Program's income calculations. In these cases, additional documentation may be requested to evaluate the Applicant's income for that non-filing year. If the Applicant is unable to provide additional requested documentation to complete income verification, the Applicant is not eligible for the Rebate Plus option.
- h. If an Applicant meets all eligibility requirements, but their household income is determined to be above the income limit or the return indicates the Applicant was claimed as a dependent in the tax year being reviewed, the Application will automatically be approved for the standard Rebate amount. If the Applicant intends to file an amended tax return, the amended tax return must be filed and processed by the IRS by the time of application

review in order to be considered for the Rebate Plus option.

Note: An exemption number of zero (0) on the Applicant's filed tax return transcript will be considered proof of dependency status and the Applicant will not be eligible for Rebate Plus.

3. **An Applicant who is claimed as a dependent for federal income tax purposes for the tax year the vehicle is purchased or leased, as verified on the sale filed, complete tax year's return transcript, is not eligible for the Rebate Plus option regardless of that person's income. An Applicant with a vehicle registered in the name of a Trust is not eligible for the Rebate Plus option.**
4. **An Applicant who applies for only the standard Rebate and is approved for the standard Rebate will not be eligible to later submit an additional Application for the Rebate Plus option for the same vehicle, regardless of the Applicant's income qualifications at the time of original Application submission or after.**

IV. Application Process

1. **Incomplete or incorrect applications will not be processed. An application must include all required information, including acceptable proof of vehicle purchase or lease, valid vehicle registration, and proof that the EV is pre-owned. An Applicant must respond to requests for additional information to complete or correct an Application within the time period given by PG&E. Failure to timely complete or correct an Application will result in the cancellation of the Application.**
2. **An Applicant's name and address on the Application must be an exact match to at least one name shown on the vehicle registration. However, if the Applicant's name entered on the Application is not an exact match, PG&E may, in its sole discretion, if it determines that the names are substantially similar, edit the Applicant's name to match that on the vehicle registration (e.g., "Matt" becomes "Matthew").**
3. **If the Applicant's name entered on the Application is not the same name as at least one registered owner of the vehicle on the registration, the Application will be rejected. A registered owner may submit a new Application in their own name, if eligible.**
4. **An applicant with an eligible EV registered in the name of a Trust are eligible to apply for the Rebate in the name of the Trust as it is written on the registration, or**

in the name of the confirmed trustee; however, they are not eligible for the Rebate Plus option. PG&E may request a copy of the certification of trust or other documentation to confirm the name of the trustee.

V. Program Limitations

1. If the household has multiple eligible EVs (i.e., all occupants using the same residential PG&E Electric Service Agreement), the household may receive up to three (3) Rebates for eligible vehicles purchased in the same calendar year, one for each qualifying pre-owned EV.

Note: On a case-by-case basis, PG&E, in its sole discretion, may waive this limitation upon request (i.e., where a multi-unit dwelling shares a PG&E Electric Service Agreement).

2. Only one Pre-Owned EV Rebate may be issued to a registered owner or lessee per EV, as identified by the VIN. If the qualifying EV is co-owned or co-leased, only one co-owner or co-lessee is eligible for a Rebate, and no co-owner(s) or co-lessee(s) of the Applicant, at the time of purchase or lease or thereafter, may apply for a PG&E Rebate for the same EV at any time, even if the Applicant is removed from the vehicle registration or any owner(s)/lessee(s) move to a new residential address.
 - a. For the avoidance of doubt, an Applicant is not eligible to receive a Rebate for a vehicle via the PG&E Pre-Owned EV Rebate program if the Applicant, or a co-owner or co-lessee of the Applicant, previously received a California Clean Fuel Reward rebate, Southern California Edison (SCE) Pre-Owned EV Rebate, or the San Diego Gas & Electric (SDG&E) Pre-Owned EV Rebate for the same vehicle. Attempts to receive a Pre-Owned EV Rebate for more than one program for the same vehicle may result in a lifetime ban from receiving a future Pre-Owned EV Rebate from PG&E, SCE, and/or SDG&E, among other consequences.
3. Each individual Applicant may receive a PG&E Pre-Owned EV Rebate for up to a maximum of three (3) eligible EVs through the life of the Program.
4. Owner(s) or lessee(s) at the same residential address are eligible for only one PG&E pre-owned (used) Rebate for the same eligible vehicle registered at that same address, as evidenced by the vehicle registration. An Applicant agrees not to apply, or to cause anyone else in his or her household to apply, for more than one PG&E Pre-Owned EV Rebate for the same EV, even if there is a transfer of ownership

within the same household.

VI. Miscellaneous Terms and Conditions

1. **Program Implementation.** The Program is implemented and managed by Center for Sustainable Energy ("CSE"), a non-profit third-party contractor, on behalf of PG&E.
2. **Rebate Amount.** The current Rebate and Rebate Plus amounts are as set forth in the Application. Rebate amounts are subject to change at any time. An Applicant will be eligible for the Rebate amount posted on the Application at the time the Application is completed and accepted. Rebate funds are limited and are available on a first-come, first-served basis. Rebate checks are non-assignable and non-transferable. Rebate checks must be deposited within 180 days of the date of issuance. After 180 days the check will become void, the Rebate amount will be forfeited, and PG&E will not reissue a Rebate check.
3. **True and Accurate Information.** An Applicant certifies that the information provided in the application is true and correct. An Applicant agrees to provide any additional information that PG&E may request to confirm the accuracy of the information provided and eligibility for a Rebate. An Applicant understands and acknowledges that:
 - a. obtaining a Rebate by submitting intentionally inaccurate information and/or making fraudulent misrepresentations or omissions is strictly prohibited;
 - b. Any wrongfully obtained rebates must be refunded within thirty (30) days' notice to the applicant;
 - c. The Applicant may receive a lifetime ban from participating in any and all PG&E, SCE, and/or SDG&E Pre-Owned Rebate Programs; and
 - d. The Applicant may be subject to additional civil and criminal liability as a result. Beyond disclosure to SCE and/or SDG&E, PG&E may report and release information concerning such wrongdoing to state and local law enforcement, the California Department of Motor Vehicles, and any other appropriate authorities.
4. **Electronic Signature and Copies.** An Applicant agrees that Program documents may be executed with signatures delivered electronically (e.g., PDF by email). Electronic signatures or the keeping of records in electronic form shall be of the same legal effect,

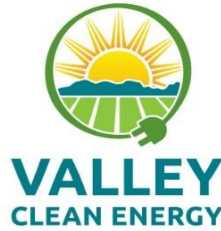
validity, or enforceability as a manually executed signature or the use of a paper-based recordkeeping system, as the case may be, to the extent and as provided for in the California Uniform Electronic Transactions Act (UETA) codified in Cal. Civ. Code §§ 1633.1 – 1633.17, inclusive of the California Civil Code and any applicable law, including the Federal Electronic Signatures in Global and National Commerce Act (15 U.S. Code § 7001 et seq.).

5. **Program Notices.** Program communications, such as requests for additional documentation, Application approval notifications, and payment notifications, will be sent via email. It is an Applicant's responsibility to ensure the email address provided in the Application is accurate and permits the receipt of program emails. Denial of a Rebate due to failure to respond to electronic communication, including failure to respond due to Program emails being filtered as spam, is not appealable.
6. **Third Party Contracts.** The Program is not intended to be a point-of-sale or dealership incentive. Any agreements made between an Applicant and a dealership regarding use of the rebate funds are not sanctioned by PG&E and do not affect the contractual rights and responsibilities of PG&E and the Applicant under the program.
7. **Disclosure.** Any information provided in an Application may be used internally by PG&E for purposes other than processing the Application and may be made available to the CPUC and the California Air Resources Board.
8. **Consent to Receive Emails.** An Applicant consents to receive Program and marketing emails from PG&E and CSE. These emails may include information about programs, services, promotions, and events. Email addresses will not be shared with third parties without explicit consent, except as required by law. An Applicant has the right to opt-out of receiving marketing emails at any time. PG&E and CSE will promptly remove email addresses from its marketing list. To unsubscribe from marketing emails, please follow the instructions provided in the footer of any marketing email or contact the Program directly at ev@pgerebate.com to request removal from PG&E and CSE mailing lists. An Applicant may not unsubscribe from Program emails.
9. **Taxes.** An Applicant acknowledges and agrees to be solely responsible for the payment of any and all local, state, and federal income taxes, and any other applicable taxes, duties, or levies, that may arise in connection with receipt of a Rebate. It is an Applicant's sole responsibility to seek professional advice and determine any tax consequences of receipt of a Rebate.

10. Representations and Warranties. PG&E makes no representations or warranties regarding an Applicant's eligibility to receive a Rebate. Furthermore, PG&E makes no representations, expressed or implied, regarding the design, construction, reliability, efficiency, performance, operation, maintenance, or use of any vehicle, discussed, selected, rejected, purchased/leased or otherwise considered by an Applicant. Any decisions regarding the selection, design, purchase/lease, use and operation of any vehicle shall be at the sole discretion and are the sole responsibility of the Applicant. PG&E does not guarantee energy or bill savings as a result of purchasing an EV and receiving Rebate.

11. Termination. The Program may be terminated at any time by PG&E and/or the California Public Utilities Commission ("CPUC").

12. Indemnification. An Applicant agrees to release and hold harmless PG&E, its officers, directors, shareholders, employees and contractors from and against any and all causes of action, damages, losses, claims, expenses, demands, costs (including attorneys' fees and expenses and all court, arbitration or other dispute resolution costs), or any of them, resulting from, arising out of, or in any way directly connected with the Program, an Applicant's receipt of a Rebate, failure to receive a Rebate, any taxes associated therewith, or an Applicant's vehicle registration or registration status.



Attachment 5: Program Preliminary Design/Implementation Form

Program Concept: Phase 2 of the Electric Vehicle (EV) Pilot Program: Charge Your Ride

Date: 11/13/25

Staff Resources and Support:

Assigned Program Managers and Support: Rebecca Kuczynski, Mary-Kathryn Rueff

Programs Task Group members: Dave Springer, Mark Aulman, Diccon Westworth

Consultant name (if applicable): Sacramento Municipal Utilities District (SMUD)

Scope: 2 years, or when funds are exhausted

Timing: Q1 2026-Q4 2027

Program Design Criteria Evaluation:

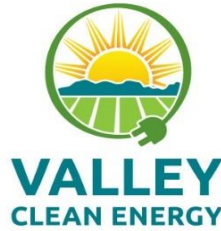
	Criteria 1	Criteria 2	Criteria 3
Criteria Type	<u>Availability of Funds</u>	<u>Staff Time</u>	<u>Strategic Plan Alignment</u>
Reasoning for Program Score	High score: uses less than half of the available budget.	Average score: will require some staff time to set up, but less so during implementation.	High score: Target customers are low-income customers and multi-family property owners, both difficult-to-reach demographics. Focuses on transportation electrification, local infrastructure and customer satisfaction.

Program Metrics and Goals:

Metrics: number of EVs incentivized, number of multi-family charging installations, number of electrification assistance given (e.g. panel upgrades), number of customers assisted with Concierge Service

Goals:

- 50 low-income rebates, with at least ten (10) rebates each in Winters, Woodland and Davis; and five (5) in unincorporated Yolo County
- Five (5) charger maintenance assists (expires 5 years after installation)
- Multi-Family installations:
 - Five (5) L1 charging installations with five (5) chargers each (total of 10 charging ports)



- Six (6) L2 charging installations with two (2) chargers each (total of 12 charging ports)
- Five (5) electric panel upgrades and five (5) avoided panel upgrades

Proposed Programs Budget:

Resource	Source	Proposed Budget	\$ Remaining in Program Funds
Rebates, Incentives and Tech Support (Concierge Service)	Programs Budget	\$880,000	
Consultants, Staff Time and Program Contingency	Programs Budget	\$120,000	
	Total	\$1,000,000	\$1,641,585

Organizational Goals Addressed:

Alignment with VCE's Strategic Plan

- **Goal 3: Enhance and amplify VCE's community benefits and increase customer satisfaction and retention.**
 - **Objective 3.1:** Develop and implement engagement strategies to increase awareness of, and participation in, local control of VCE's energy supply and programs with a particular focus on engaging disadvantaged and historically marginalized communities.
 - **Objective 3.4:** Build awareness and trust of the VCE brand through direct engagement with customers, communities and organizations in VCE's service territory.
 - **Objective 3.5:** Develop and implement customer programs and initiatives that prioritize decarbonization, community resiliency, energy efficiency, building



weatherization, rate affordability, and customer savings, including focused efforts on low-income and medically vulnerable customers.

- Objective 3.6: Measure and increase customer satisfaction, using tools such as surveys and focus groups, while maintaining an overall participation rate of no less than 90%.
- Objective 3.8: Consider affordability when making rates, services, and program design decisions.

Program Eligibility: VCE customers in good standing.

Marketing, Education and Outreach (ME+O) Strategy: Could include print advertisements, social media, telephone calls, direct mail, in-person visits, working with CBOs to recruit customers (methods depend on target customers).

Board, CAC, PTG Input: Pilot has gone through several rounds of feedback from the Board, CAC and POTG. Main feedback themes have included ensuring low-income customers have access to EVs and charging, ensuring renters have access to EV charging, ensuring geographic diversity in incentive recipients, and the importance of incentivizing local electrical infrastructure upgrades.

Next Steps: Finalize terms and conditions, marketing and outreach strategy, and scopes of work for contractors (if applicable).