Regular Meeting of the Community Advisory Committee (CAC)
of Valley Clean Energy Alliance
Thursday, October 23, 2025 at 5:00 p.m.
City of Davis Conference Room
(inside Community Chambers building)
23 Russell Blvd., Davis, California 95616

CAC Members will be attending in-person and public participation will be in-person or available via Zoom Webinar (video/teleconference). Valley Clean Energy (VCE) will, to the best of its ability, provide hybrid and remote options for VCE meeting participants and to the public; however, VCE cannot guarantee these options will be available due to technical limitations outside of our control. For assurance of public comment, VCE encourages in-person and written public comments to be submitted as described below when possible. VCE, to the best of its abilities, will provide participation via the Zoom platform.

Meetings are accessible to people with disabilities. Individuals who need special assistance or a disability-related modification or accommodation to participate in this meeting, or who have a disability and wish to request an alternative format for the meeting materials, should contact Alisa Lembke, VCE Board Clerk/Administrative Analyst, at least two (2) working days before the meeting at (530) 446-2754 or Alisa.Lembke@valleycleanenergy.org.

If you have anything that you wish to be distributed to the CAC and included in the official record, please hand it to a member of VCE staff who will distribute the information to the CAC members and other staff.

Please note that the numerical order of items is for convenience of reference. Items may be taken out of order on the request of any CAC member with the concurrence of the CAC. Staff recommendations are advisory to the CAC. The CAC may take any action it deems appropriate on any item on the agenda even if it varies from the staff recommendation.

Members of the public who wish to participate remotely in the CAC's meeting may do so with video/teleconferencing call-in number and meeting ID code. To join remotely, please see the Zoom Webinar (video/teleconference) information below:

From a PC, Mac, iPad, iPhone, or Android device with high-speed internet:
(If your device does not have audio, please also join by phone.)

https://us02web.zoom.us/j/86565285782
Meeting ID: 865 6528 5782
By phone:
One tap mobile:
+1-669-900-9128,, 86565285782# US
+1-669-444-9171,, 86565285782# US

Dial:
+1-669-900-9128 US
+1-669-444-9171 US
Meeting ID: 865 6528 5782

Public comments may be submitted electronically or verbally during the meeting. Instructions on how to submit your public comments can be found in the PUBLIC PARTICIPATION note at the end of this agenda.

Committee Members: Rahul Athalye (Chair), Keith Taylor (Vice Chair), Mark Aulman, David Springer, Lorenzo Kristov, Cynthia Rodriguez, Jennifer Rindahl, Diccon Westworth, Danielle Ballard, Ari Halberstadt

5:00 P.M. CALL TO ORDER

1. **Welcome**
2. **Public Comment:** This item is reserved for persons wishing to address the CAC on any VCE-related matters that are not otherwise on this meeting agenda or are listed on the Consent portion of the agenda. Public comments on matters listed on the Regular agenda shall be heard at the time the matter is called. As with all public comment, members of the public who wish to address the CAC are customarily limited to two minutes per speaker, electronically submitted comments should be limited to approximately 300 words. Comments that are longer than 300 words will only be read for two minutes. All electronically submitted comments, whether read in their entirety or not, will be posted to the VCE website within 24 hours of the conclusion of the meeting. See the information below under **PUBLIC PARTICIPATION** at the conclusion of this agenda about how to provide your public comment.
3. **Brief Task Group and VCE Staff Reports (≈ 15 minutes) -** Representatives of VCE staff and active Task Groups will provide verbal updates on on-going Staff and Task Group work. Task Group recommendations requiring Committee attention require a regular agenda item. Summaries of written reports received by the Committee in advance of the meeting will receive a time allocation of up to ten minutes. Otherwise, the time allocation will be five minutes, including questions and answers. The Committee may decide to allocate additional time at the end of the regular agenda.
   a. **Task Group Reports**
   b. **Staff Report**

CONSENT AGENDA (≈ 5 minutes)

4. **Approval of September 25, 2025 Meeting Minutes.**
5. **Receive Customer Participation Update (3rd Quarter 2025).**
6. **Receive 2025 Long Range Calendar. (Information)**
7. **Receive copy of Board Staff Report on 2024 Power Content Label (PCL) Certification and 2024 PCL Outreach information. (Information)**

8. **Receive copy of Board Staff Report on legislative update and slides of legislative End of Session update provided by Pacific Policy Group. (Information)**
9. **Provide recommendation to the Board to adopt the 2026 Legislative and Regulatory Platform. (Action)**

REGULAR AGENDA

10. **Review, provide feedback and make recommendation to the Board to approve Phase 2 of VCE's Electric Vehicle Rebate Program ("Charge Your Ride"). (Discussion/Action) (≈ 45 minutes)**
11. **Discuss formation of a CAC Local Energy Task Group. (Discussion/Action) (≈ 30 minutes)**
12. **Advisory Committee Member and Announcements. (≈ 5 minutes)** Action items and reports from members of the Advisory Committee, including announcements, reports on meetings, and information which would be of interest to the Committee or the public.
13. **Announcement and Adjournment.** The CAC has scheduled a meeting for Thursday, November 20, 2025 (3rd Thursday of the month due to the Thanksgiving Holiday) at the City of Woodland Council Chambers located at 300 First Street, Woodland, California 95695.

PUBLIC PARTICIPATION: **Public Comments:** Public participation for this meeting will be done electronically via e-mail and during the meeting as described below.

Public participation via e-mail: If you have anything that you wish to be distributed to the CAC and included in the official record, please e-mail it to VCE staff at Meetings@ValleyCleanEnergy.org . If information is received by 3:00 p.m. on the day of the CAC meeting it will be e-mailed to the CAC members and other staff prior to the meeting. If it is received after 3:00 p.m. the information will be distributed after the meeting, but within 24 hours of the conclusion of the meeting. Written public comments that do not exceed 300 words will be read by the VCE Board Clerk, or other assigned VCE staff, to the CAC and the public during the meeting subject to the usual time limit for public comments [two (2) minutes]. General written public comments will be read during Item 2, Public Comment. Written public comment on individual agenda items should include the item number in the "Subject" line for the e-mail and the Clerk will read the comment during the item. Items read cannot exceed 300 words or approximately two (2) minutes in length. All written comments received will be posted to the VCE website.

Verbal public participation during the meeting:

1) **If attending in person**, please complete a **Comment Card** and return it to the Board Clerk.
2) **If attending remotely via Zoom**, there are two (2) ways for the public to provide verbal comments:
   A. If you are attending by computer, activate the "participants" icon at the bottom of your screen, then raise your hand (hand clap icon) under "reactions". When called upon, you will be "unmuted" to allow to speak.
   B. If you are attending by phone only, you will need to press *9 to raise your hand. When called upon, press *6 to unmute your microphone.

VCE staff will acknowledge that you have a public comment to make during the item and will call upon you to make your verbal comment.

Public records that relate to any item on the agenda for a regular or special CAC meeting are available for public review on the VCE website. Records that are distributed to the CAC by VCE staff less than 72 hours prior to the meeting will be posted to the VCE website at the same time they are distributed to all members, or a majority of the members of the CAC. Questions regarding VCE public records related to the meeting should be directed to Board Clerk Alisa Lembke at (530) 446-2750 or Alisa.Lembke@ValleyCleanEnergy.org. The Valley Clean Energy website is located at: https://valleycleanenergy.org/cac-meetings/.

Accommodations for Persons with disabilities. Individuals who need special assistance or a disability-related modification or accommodation to participate in this meeting, or who have a disability and wish to request an alternative format for the meeting materials, should contact Alisa Lembke, VCE Board Clerk/Administrative Analyst, as soon as possible and preferably at least two (2) working days before the meeting at (530) 446-2754 or Alisa.Lembke@ValleyCleanEnergy.org

VALLEY CLEAN ENERGY ALLIANCE
COMMUNITY ADVISORY COMMITTEE

Staff Report - Item 4

TO: Community Advisory Committee

FROM: Alisa Lembke, Board Clerk/Administrative Analyst

SUBJECT: CAC September 25, 2025 Meeting Minutes

DATE: October 23, 2025

Recommendation

Receive, review and approve the attached September 25, 2025 meeting Minutes.

Attachment: September 25, 2025 CAC meeting Minutes

MINUTES OF THE VALLEY CLEAN ENERGY ALLIANCE
COMMUNITY ADVISORY COMMITTEE MEETING
Thursday, September 25, 2025 at 5:00 p.m.
City of Woodland Council Chambers
300 First Street, Woodland, California 95695

Chair Athalye established that there was a quorum present and opened the Community Advisory Committee of Valley Clean Energy Alliance in a meeting on Thursday, September 25, 2025 beginning at 5:01 p.m., held at the City of Woodland Council Chambers, located at 300 First Street, Woodland, California 95695.

Welcome and Roll Call

Committee Members Present: Rahul Athalye (Chair), Keith Taylor (Vice Chair), Mark Aulman, Lorenzo Kristov, Diccon Westworth, Cynthia Rodriguez, David Springer (arrived at 5:07 p.m.)

Committee Members Absent: Jennifer Rindahl, Ari Halberstadt, Danielle Ballard (attended remotely)

Welcome Chair Rahul Athalye welcomed everyone and reminded everyone that VCE is still seeking candidates to fill the unincorporated Yolo County CAC seat.

Public Comment / Introductions There were no verbal or written public comments on items not on the agenda and on Consent Agenda items. (David Springer arrived at 5:07 p.m.)

Brief VCE staff Report

Task Group Reports:

1. Outreach & Programs – Diccon Westworth informed those present that he met with Staff and discussed the proposed redrafted Phase 2 of the Electric Vehicle Rebate Program ("Charge Your Ride"). VCE Staff Rebecca Kuczynski added that Staff are gathering information and will be coming to the CAC and Board in the next few months for input, review and approval.
2. Legislative & Regulatory – Lorenzo Kristov provided an update on the end of the legislative session - some bills were signed by the Governor and some are still hanging out there. He provided an update on several bills. He also informed those present that Mark Fenstermaker of Pacific Policy Group (PPG), VCE's lobbyist consultant, will be providing an update on the end of the legislative session at the Board's October meeting.
3. Strategic Plan – VCE Staff Edward Burnham informed those present that the Board held their Strategic Plan (SP)Workshop at their September 11, 2025 meeting and had a healthy discussion. As a result, some revisions and small modifications to the draft SP Major Update

have been made and Staff will be taking the draft Major Update to the Board at their October meeting.

4. Bioenergy – Mark Aulman informed those present that this Task Group is on hiatus until a Staff replacement of the Chief Operating Officer is brought on.

CAC Member Lorenzo Kristov made the suggestion that the CAC look into forming a local energy Task Group to help develop strategies in line with the Major Update to the Strategic Plan. He would like it added to the 2025 Long Range Calendar and start discussing this formation at the CAC's October meeting. Board Clerk Alisa Lembke will add it to the 2025 Long Range Calendar. Mr. Kristov will provide some information for a staff report to start the discussion.

Staff Report: VCE Staff Edward Burnham announced that the Board at their September 11, 2025 meeting approved VCE's Capitalization Policy; received an update on the AgFIT pilot program; accepted and attested the 2024 Power Content Label (PCL); and, held their Strategic Plan workshop. Mr. Burnham announced that Staff attending two Farmers Markets one in Winters and the other in Woodland and will be attending the upcoming "EV at The Pavilion" in Davis on Sunday, September 28th.

Consent Agenda Items

There were no written or verbal public comments as identified above. Lorenzo Kristov made a motion to approve the Consent Agenda items, seconded by Mark Aulman. Motion passed with Halberstadt, Rindahl and Ballard absent. The following items were:

4. approved August 28, 2025 meeting Minutes; and
5. received 2025 Long Range Calendar.

Item 6: Further discussion and seeking recommendation on Large Electric Load Policy. (Discussion/Action)

VCE Chief Executive Officer Mitch Sears introduced this item and introduced VCE's consultant Don Dame. Mr. Dame provided an overview and highlighted the CAC's discussions and input that occurred at the CAC's August 28th meeting. After Mr. Dame reviewed the policy principles, the CAC and Staff further discussed the draft Policy and the CAC provided their feedback.

There were no written or verbal public comments.

Diccon Westworth made a motion to recommend to the Board that they adopt the Large Electric Load Customer Service Policy. Lorenzo Kristov made a substitute motion to add language to the draft Policy to request that the applicant provide their interconnection status and to make the recommendation to the Board that the draft Policy be adopted. Diccon

Westworth second the motion. Motion passed with Halberstadt, Rindahl, and Ballard absent.

Item 7: Advisory Committee Member and Staff Announcements	There were no announcements by the CAC Members. Mr. Sears announced that VCE is making progress on filling the vacant Chief Operating Officer position.
Adjournment to Next Meeting	The CAC has scheduled their next meeting for Thursday, October 23, 2025 at the City of Davis Conference Room (inside Community Chambers building), located at 23 Russell Boulevard, Davis, California 95616. The meeting was adjourned at 6:27 p.m.

Alisa M. Lembke
Board Clerk/Administrative Analyst

VALLEY CLEAN ENERGY ALLIANCE
COMMUNITY ADVISORY COMMITTEE

Staff Report – Item 5

TO: Community Advisory Committee

FROM: Rebecca Boyles, Director of Customer Care & Marketing

SUBJECT: Receive Quarterly Customer Participation (3rd Quarter 2025) Update (Information)

DATE: October 23, 2025

RECOMMENDATION (Information only)

Receive the quarterly Customer Participation update staff report reflecting the time period of July 1, 2025 through September 30, 2025 (Quarter 3 2025).

Attachment: VCE 2025 Quarter 3 Customer Participation Update

Item 5 – Customer Participation Update

	Davis	Woodland	Winters	Yolo Co	Total	Residential	Commercial	Industrial	Ag	NEM	Non-NEM
VCEA customers	28,474	20,575	2,617	10,849	62,515	54,470	6,102	11	1,932	15,245	47,270
Eligible customers	29,873	24,148	3,093	12,489	69,603	60,629	6,787	11	2,176	17,167	52,436
Participation Rate	95%	85%	85%	87%	90%	90%	90%	100%	89%	89%	90%

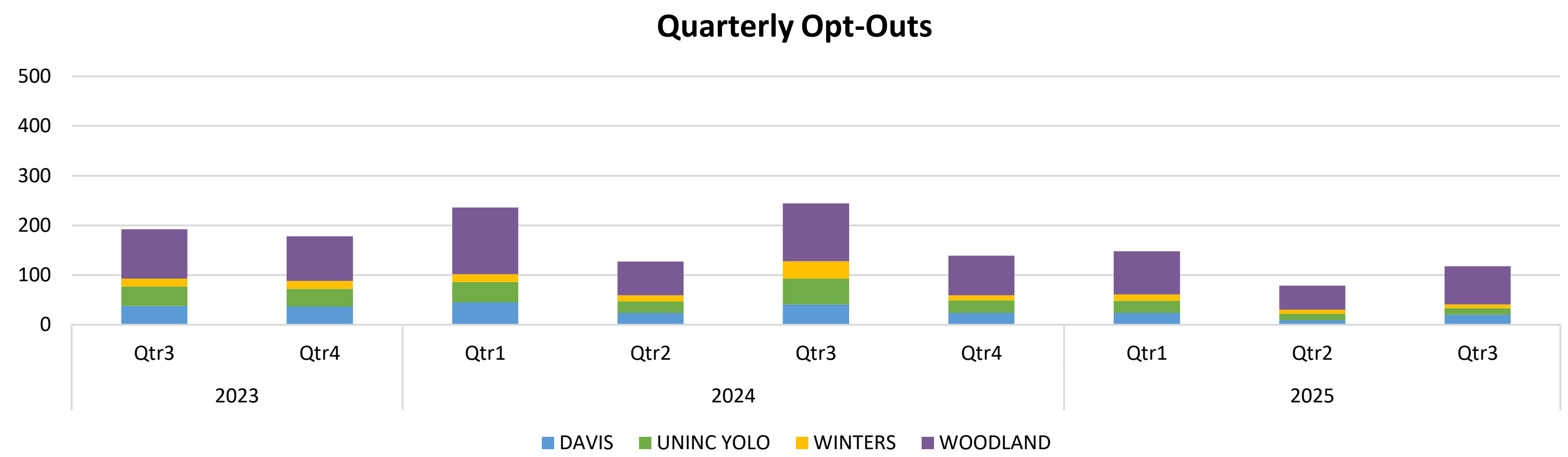
% of Load Opted Out

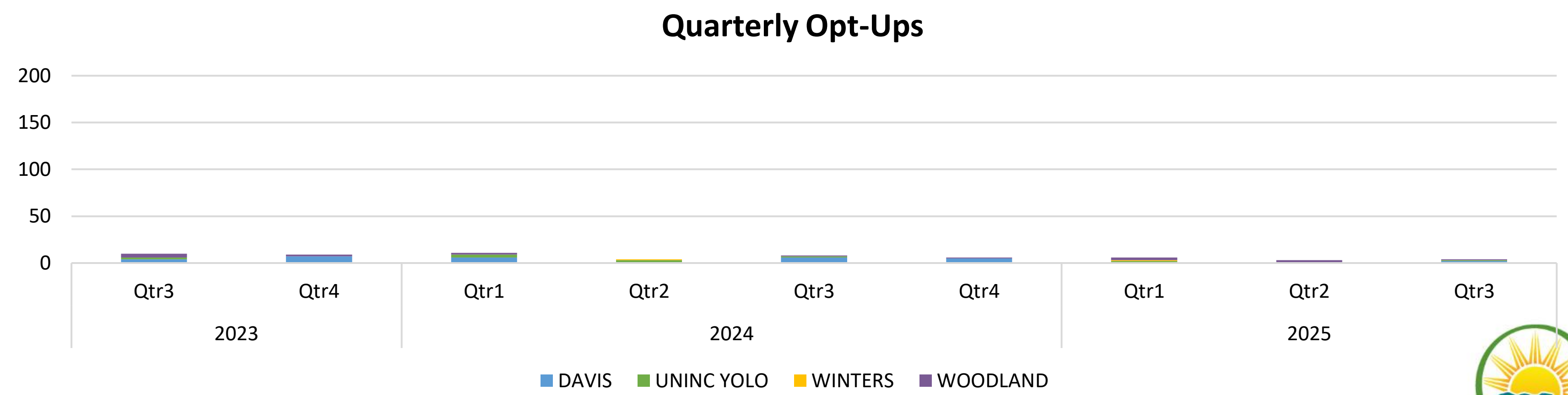
	Davis	Woodland	Winters	Yolo Co	Total	Residential	Commercial	Industrial	Ag	Total
% of Load Opted Out	7%	10%	13%	11%	10%	10%	10%	0%	11%	10%
% of Load Opted Up	3%	1%	0%	1%	1%	1%	3%	0%	0%	1%

Status Date: 10/01/2025

VALLEY CLEAN ENERGY

Item 5 – Customer Participation Update

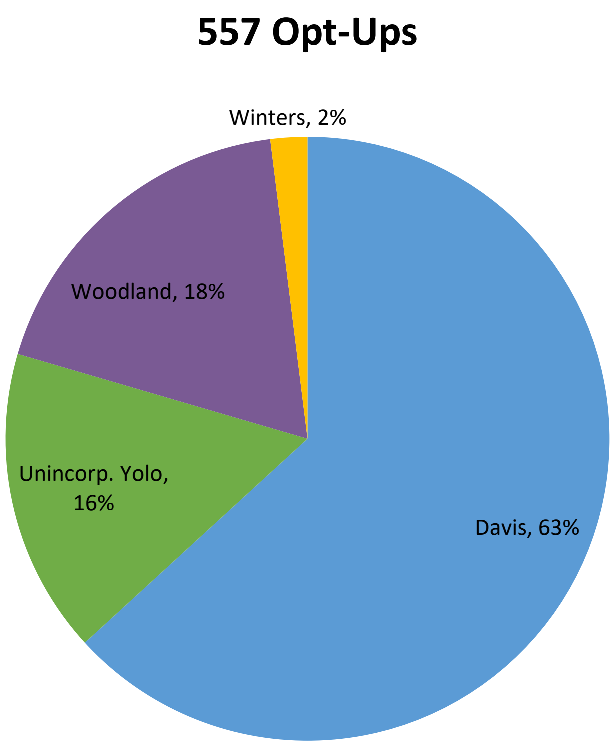


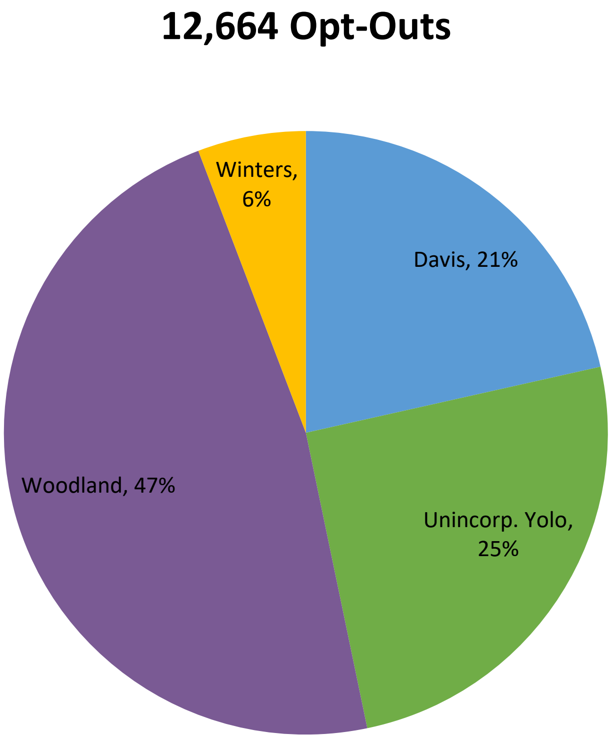


Status Date: 10/01/2025

VALLEY CLEAN ENERGY

Item 5 – Customer Participation Update





These pie charts are based on total opt-ups and opt-outs since launch. The percentages in the charts are the percentages of those opt-ups and opt-outs by TOT (town or territory).

Status Date: 10/01/2025

VALLEY CLEAN ENERGY

VALLEY CLEAN ENERGY ALLIANCE
COMMUNITY ADVISORY COMMITTEE

Staff Report – Item 6

TO: Community Advisory Committee

FROM: Alisa Lembke, Board Clerk/Administrative Analyst

SUBJECT: Receive 2025 Long Range Calendar meeting topics

DATE: October 23, 2025

Please find attached the 2025 Board and Community Advisory Committee (CAC) Long Range Calendar. Please note that it has some added information (coding) to each item for Staff purposes only.

At any time, if you have an item that you would like added, including future topics, please send an email to Chief Financial Officer Edward Burnham, Board Clerk Alisa Lembke, CAC Chair and/or Vice Chair for consideration.

Due to the holidays in November and December 2025, the CAC's meeting dates have been moved to the 3rd Thursday and are as follows:

- November 20, 2025 (3rd Thursday) – Woodland
- December 18, 2025 (3rd Thursday) – Davis

Attachment:

1. 2025 Board and CAC Long Range Calendar

VALLEY CLEAN ENERGY

2025 Meeting Dates and *Proposed* Topics
Board and Community Advisory Committee (CAC)
(Note: Meeting locations and Topics are subject to change)

MEETING DATE		TOPICS	ACTION
January 9, 2025 (Cancelled)	**Board (Woodland)**	• This meeting was cancelled.	
January 23, 2025 NO QUORUM, ITEMS MOVED TO FEBRUARY 27, 2025 MEETING	**Advisory Committee (Woodland)**	• 2025 CAC Task Group (s) formation (Annual) (R) • Customer Participation Update (4th Quarter 2024) (O) • 2024 Year in review: Customer Care & Marketing (Placeholder) (R) • Strategic Plan (O)	• Discussion/Action • Discuss/Action • Information • Discussion/Action
February 13, 2025	**Board (Davis)**	• Oaths of Office for Board Members (Annual - new Members only) (R) • Election of Officers for 2025 (Annual) (R) • Customer Participation Update (4th Quarter 2024) (O) • Receive CAC Year-end Task Group Reports (O) • 2024 Year-end review: Customer Care & Marketing (O) • Update to VCE Employee Handbook (Placeholder) (R) (historically Jan.) • Prepay (Placeholder) (O) • Annual Strategic Plan Report (R) (historically Jan.)	• Action • Nominations • Information • Information • Information • Action • Action • Information/Discussion • Discussion/Action
February 27, 2025	**Advisory Committee (Davis)**	• 2025 CAC Task Group (s) formation (Annual) (R) • Customer Participation Update (4th Quarter 2024) (O) • 2024 Year-end review: Customer Care & Marketing (Placeholder) (R) • Strategic Plan (O)	• Discussion/Action • Information • Information • Discussion/Action
~~March 13, 2025~~	**Board (Woodland)**	• This meeting was cancelled.	
March 27, 2025	**Advisory Committee (Woodland)**	• Approval of 2025 CAC Task Group “Charges” (R) (historically in Jan.) • Senate Bill 540 (Pathways Initiative & Regional Organization)	• Action • Information/Discussion

April 10, 2025	**Board (Davis)**	• Receive Enterprise Risk Management Report (Bi-Annual) (R) • Customer Participation update (1st Quarter 2025) (O) • Calendar Year 2024 Audited Financial Statements (James Marta & Co.) (placeholder) (R) • Load Management Standards Update (O) • Power Charge Indifference Adjustment (PCIA) / Rates Workshop (placeholder) (O) • VCE Grant activity update (O)	• Information • Information • Action • Information • Information • Information
April 24, 2025	**Advisory Committee (Davis)**	• Load Management Standards Update (O) • 2024 Net Margin Allocation (R) • Senate Bill 540 (Pathways Initiative & Regional Organization) • Customer Participation update (1st Quarter 2025) (O) • Introduction to Strategic Plan Major Update Roadmap/Timeline	• Information • Discussion/Action • Discussion/Action • Information • Information
April 28 - 30, 2025	**CalCCA Annual Conference (Irvine)**	VCE Staff and some Board and CAC members attending	
~~May 8, 2025~~ CANCELLED	**Board (Woodland)**	• Meeting cancelled.	
May 22, 2025	**Advisory Committee / Strategic Plan Workshop (Esparto)**	• Strategic Plan Workshop: Focus: Financial Strength/Rates and Procurement & Power Supply	• Information/Discussion
June 12, 2025	**Board (Davis)**	• Re/Appointment of Members to Community Advisory Committee (Annual) (R) • Mid-Year 2025 Financial Update (R) • 2024 Net Margin Allocation (R) • Summer Preparedness outlook (O) • Recap of CalCCA April 2025 Annual Conference (O)	• Action • Information • Discussion/Action • Information • Information
June 26, 2025	**Advisory Committee / Strategic Plan Workshop (UCANR - Davis)**	• Summer Preparedness outlook (O) • Strategic Plan Workshop: Focus: Customers & Community and Decarbonization and Grid Innovation	• Information • Information/Discussion

*No meeting unless an urgent matter needs to be addressed

July 10, 2025	**Board Woodland**	• Meeting cancelled.	
July 24, 2025	**Advisory Committee (Woodland)**	• Review preliminary draft Strategic Plan Major Update and Survey Plan (O) • Power Portfolio Update (O)	• Information/Discussion • Information
August 14, 2025	**Board (Davis)**	• NO MEETING*	
August 28, 2025	**Advisory Committee (Davis)**	• Review draft Strategic Plan Major update / Seeking recommendation to the Board • Large Load Tariff Design • Customer Participation Update (2nd Quarter 2025) (O)	• Discussion/Action • Discussion/Action • Information
September 11, 2025	**Board (Woodland)**	• Certification of 2024 Power Content Label (Annual) (R) • Capitalization Policy (placeholder) (O) • Customer Participation Update (2nd Quarter 2025) (O) • AgFIT Pilot Program Update (O) • Strategic Plan Major Update Workshop (O)	• Action • Information/Discussion • Information • Information • Discussion/Action
September 25, 2025	**Advisory Committee (Woodland)**	• Large Load Rate Setting Policy • Discuss forming local energy Task Group	• Discussion/Action • Discussion
~~October 9, 2025~~ Cancelled and rescheduled to: Tuesday, October 14th at 3:30 p.m.	**Board ~~(Davis)~~ (Woodland)**	• Enterprise Risk Management Update (Annual) (R) • Customer Participation Update (3rd Quarter 2025) (O) • Legislative End of Session Update (O) • Adoption of Strategic Plan Major Update (placeholder) (O) • Large Load Rate Setting Policy (O) • Residential Dynamic Pricing Pilot Program	• Discussion/Action • Information • Information • Discussion/Action • Discussion/Action • Discussion/Action
October 23, 2025	**Advisory Committee (Davis)**	• 2024 Power Content Label Outreach (O) • Customer Participation Update (3rd Quarter 2025) (O) • Legislative End of Session Update (O) • 2026 Legislative & Regulatory Platform • Review Phase 2 of EV Rebate Program ("Charge Your Ride") / Seeking recommendation to the Board (placeholder) • Discussion of forming local energy Task Group.	• Information • Information • Information • Action • Discussion/Action • Discussion
November 13, 2025	**Board (Woodland)**	• 2026 Preliminary Operating Budget (R) • Contract Renewals (R) (placeholder) • Approve 2026 Legislative and Regulatory Platform • Adoption of Strategic Plan Major Update (placeholder) (O)	• Information/Discussion • Discussion/Action • Discussion/Action • Discussion/Action

*No meeting unless an urgent matter needs to be addressed

		• Phase 2 of EV Rebate Program ("Charge Your Ride") (O) (placeholder)	• Discussion/Action
~~November 27, 2025~~ **November 20, 2025** **(rescheduled to November 20 due to Thanksgiving holiday on Nov. 27th)**	**Advisory Committee (Woodland)**	• Review CAC Draft 2025 Task Group Year-end Reports (R) • GHG Free Attributes (R) (placeholder)	• Discussion/Action • Discussion/Action
December 11, 2025	**Board (Davis)**	• Approve 2026 Operating Budget (Annual) and 2026 Customer Rates (R) • Receive VCE Grant/Program Annual Report (R) • GHG Free Attributes (R) (placeholder) • Contract Renewals (R) (placeholder)	• Discussion/Action • Information • Discussion/Action • Action
~~December 25, 2025~~ **December 18, 2025** **(rescheduled to December 18 due to Christmas holiday on Dec. 25th)**	**Advisory Committee (Davis)**	• Approve 2025 Task Group Year-end Reports (R) • Power Portfolio Update (R) • Election of Officers for 2026 (Annual) (R)	• Discussion/Action • Information • Nominations
January 8, 2026	**Board (Woodland)**	• Oaths of Office for Board Members (Annual - new Members only) (R) • Election of Officers for 2026 (Annual) (R) • Customer Participation Update (4th Quarter 2025) (O) • 2025 Year in review: Customer Care & Marketing (R) • Receive 2025 Task Group Year-end Reports (R)	• Action • Nominations • Information • Information • Information
January 22, 2026	**Advisory Committee (Woodland)**	• Rates/Budget 2026 Update (O) • Customer Participation Update (4th Quarter 2025) (O) • 2026 CAC Task Group(s) formation (Annual) (R)	• Information • Information • Discuss/Action

PLEASE NOTE: ***April 28-30, 2025: CalCCA Annual Conference in Irvine, California***

CAC *PROPOSED* FUTURE TOPICS **Topics and Discussion dates may change as needed**	***ESTIMATED* MEETING DATE(S)**

*No meeting unless an urgent matter needs to be addressed

VALLEY CLEAN ENERGY ALLIANCE
COMMUNITY ADVISORY COMMITTEE

Staff Report - Item 7

TO: Community Advisory Committee

FROM: Rebecca Kuczynski, Chief Customer Officer

SUBJECT: 2024 Power Content Label (PCL) Outreach Information

DATE: October 23, 2025

This is an information item

At the Board's September 11, 2025 meeting, the Board (Item 9) attested to the veracity of the information presented in VCE's 2024 Power Source Disclosure Annual Reports for Base Green, Standard Green, and UltraGreen products and 2024 Power Content Label.

Consistent with applicable regulations and CEC guidance, VCE will complete required customer communications in accordance with the January 31, 2025 deadline. All customers currently enrolled in the VCE program will receive the 2024 PCL via mail or email. VCE is currently preparing to mail and email customers prior to the deadline date of January 31, 2025.

Staff is planning to include marketing materials on the PCL email and mailer, and potentially information about how customers can enroll in CARE/FERA. After consulting with other CCAs on whether they include marketing materials in the PCL, staff learned that many CCAs include marketing information. VCE's contact center is prepared with talking points about the mailer.

VALLEY CLEAN ENERGY ALLIANCE

Staff Report - Item 8

TO: Community Advisory Committee

FROM: Alisa Lembke, Board Clerk/Administrative Analyst

SUBJECT: Legislative and End of Session Update (Information)

DATE: October 23, 2025

This is an information item.

The Board received at their October 14, 2025 Special meeting Pacific Policy Group's, VCE's lobbyist consultant, a Legislative update via Staff Report (Item 6) and a verbal End of Session Legislative update (10/14/2025 Board Special Meeting Slides/Materials, starting on Slide 33).

VALLEY CLEAN ENERGY ALLIANCE

Staff Report – Item 9

TO: Community Advisory Committee

FROM: Mitch Sears, Chief Executive Officer
Yvonne Hunter, Legislative and Project Specialist
Mark Fenstermaker, Pacific Policy Group (PPG)

SUBJECT: Draft 2026 Legislative and Regulatory Platform

DATE: October 23, 2025

RECOMMENDATION

Approve adoption of the draft 2026 Legislative and Regulatory Platform and forward to VCE Board of Directors for consideration and action.

BACKGROUND/ANALYSIS

At the July 8, 2020 Board Meeting, the VCE Board of Directors adopted VCE's first legislative platform. Each year, VCE updates the legislative platform in advance of the next legislative session to reflect ongoing and new legislative priorities. It serves as a guide for legislative engagement and is based on positions that VCE has taken on past legislation, as well as the principles set forth in VCE's Vision Statement, Strategic Plan, and Environmental Justice Statement. The Legislative Platform, however, does not limit VCE's engagement in new legislative or regulatory issues that may impact VCE and are not included in the Platform. In addition, the platform is meant to be an inward facing document to provide guidance to VCE staff and PPG in the legislative and regulatory arenas.

The Leg/Reg Task Group reviewed and discussed the draft 2026 Platform and offered a number of helpful suggestions that are incorporated in the recommended Platform.

Highlights of Key Changes to 2025 Platform

- Both staff and the LRTG reviewed the 2025 Platform for potential updates for the 2026 Planform. The draft 2026 Platform includes minor wording tweaks, changes to improve clarity and improve wording consistency.
- When considering the draft 2025 Platform, the CAC asked the LRTG to consider addressing transport electrification and consideration of wildlife and open space in siting generation facilities. The draft 2026 Platform adds two provisions in the Miscellaneous Section to address these items.

- The platform includes a new statement related to CCAs being the default electricity provider within its service territory unless the customer elects to opt-out.
- While the issue of affordability will likely remain an important legislative and regulatory topic in 2026, similar to review of the 2025 Platform, staff believes the Platform already includes broad statements related to affordability that provide sufficient guidance to VCE staff and our lobbyist to engage in legislative and regulatory activity.

Conclusion
Approve adoption of the draft 2026 Legislative and Regulatory Platform and forward to VCE Board of Directors for consideration and action.

Attachment
Redline version of the draft 2025 Legislative and Regulatory Platform

2026 LEGISLATIVE AND REGULATORY PLATFORM
Adopted XXXXX 2025

A. INTRODUCTION

About Valley Clean Energy

Valley Clean Energy is a joint-powers authority organized pursuant to California law that includes the cities of Davis, Woodland, Winters and the unincorporated areas of Yolo County. The purpose of VCE is to enable the participating jurisdictions to determine the sources, modes of production and costs of the electricity they procure for the customers in the VCE service territory. VCE is governed by a Board of Directors consisting of city council members and county supervisors from its member jurisdictions.

PG&E, the incumbent Investor-Owned Utility (IOU), continues to deliver the electricity procured by VCE and performs billing, metering, and other electric distribution utility functions and services. Customers within the participating jurisdictions may opt-out of VCE and remain a PG&E bundled-service electricity customer.

The mission of VCE is to deliver cost-competitive clean electricity, product choice, price stability, energy efficiency, and greenhouse gas emission reductions to residents, businesses and public facilities within its member jurisdictions. In addition, VCE provides a greater level of transparency and accountability regarding energy sources and prices because VCE's board consists of local elected officials and its deliberations and decisions are conducted in public in accordance with California law.

About the Legislative and Regulatory Platform

This Legislative and Regulatory Platform serves as a guide for legislative and regulatory engagement in the 2026~~5~~ legislative session and calendar year. It is based on positions that VCE has taken on past legislation and regulatory proceedings~~-~~, as well as the principles set forth in VCE's Vision Statement, Strategic Plan, and Environmental Justice Statement. It will be updated annually to reflect new issues that VCE may address each year. VCE may engage in legislative and regulatory issues not included in the Platform if the proposals have important impact to VCE operations and customers.

To review VCE's Vision Statement, Strategic Plan and Environmental Justice Statement, please see https://valleycleanenergy.org/wp-content/uploads/VCEA-Vision-Statement-11-16-17.pdf, https://valleycleanenergy.org/wp-content/uploads/Valley-Clean-Energy-Statement-on-Environmental-Justice-Adopted-10-8-2020-1.pdf, https://valleycleanenergy.org/wp-content/uploads/VCE-Strategic-Plan-Final.pdf.

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The Platform is divided into two sections: Legislative and Regulatory Issue Areas, and Regulatory Requirements and Procedures. The issue areas are mostly common to both the legislative and regulatory arenas and range from governance and statutory authority to resource adequacy, PCIA and dynamic pricing, as detailed in Section B below. While VCE monitors activities within both the legislative and regulatory landscapes, the landscapes differ in important ways procedurally, and the regulatory structure imposes some specific requirements that VCE must fulfill on a regular periodic basis. Section C describes these regulatory requirements and procedural considerations.

B. LEGISLATIVE AND REGULATORY ISSUE AREAS

1. Governance and Statutory Authority

VCE will:

a. Oppose policies that limit~~s~~ the local decision-making authority for CCAs, including, but not limited to, program design, rate-setting authority and procurement of energy and capacity to serve their customers and meet state requirements.
b. Oppose policies~~y~~ that limit~~s~~ VCE's ability to effectively serve its customers.
c. Support efforts of CCAs to engage with their customers and promote transparency in their operations. Similarly, VCE will oppose policies that restrict or limit these abilities.
d. Support policies~~y~~ that make~~s~~ it easier for other cities and counties to form a CCA, become members of VCE or other CCAs, and oppose policies ~~legislation and proposed regulations~~ that restrict that ability.
~~d.~~e. Support policies that affirm existing law that CCAs are the default electricity provider for all customers within their service territory, unless the customer elects to opt-out.

2. Restructuring the Electricity Utility Sector[1]

VCE will:

a. Work with the California Municipal Utilities Association, ~~other~~ local governments and others ~~interested in forming municipal electric utilities, as well as the California Municipal Utilities Association,~~ to expand opportunities for municipalization. ~~This includes supporting legislation that expands opportunities for CCAs to become municipal electric utilities.~~
b. Support policies ~~legislation~~ and advocate for reforms to the utility regulatory and business model to transform Investor-Owned Utilities (IOUs) so that they must deliver greater benefits to ratepayers, increase safety and reliability, reduce costs, and support the successful performance of CCAs.
c. Advocate for greater collaboration to occur between CCAs and incumbent IOUs, particularly in local planning efforts and access to customer and system data related to energy, EV charging, community centers, microgrids, dynamic pricing, etc.
d. Support policies and programs ~~efforts~~ that result in IOUs providing CCA customer meter data

[1] This is one area where legislation would be required, as regulatory action alone would not be feasible.

to the CCA in real time to enable CCAs to better forecast and schedule load.

e. Support ~~effective~~ policies that would transform PG&E to a public power, not-for-profit or customer owned entity.

3. Resource Adequacy

VCE will:

a. Support policies ~~efforts~~ to create a transparent, cost-effective, functional central procurement process~~entity~~ for residual Resource Adequacy needs.

b. Oppose policies that would negatively impact CCAs' procurement authority for Resource Adequacy.

c. Advocate for and support policies and programs ~~efforts~~ to remove barriers to demand response, microgrids, behind-the-meter and front-of-the meter distributed resources and aggregation~~s~~ of distributed energy resources to provide Resource Adequacy.

d. Support policies that would modify the RA waiver and penalty processes so that they more realistically reflect the constraints in the RA markets that CCAs and other Load Serving Entities ~~such as VCE~~ face.

4. Power Cost Indifference Adjustment (PCIA)

VCE will:

a. Support CalCCA efforts to increase the transparency of IOU electricity contracts and any other factors that provide the basis for PCIA charges that VCE (and its customers) and other CCAs must pay.

b. Support efforts to create a pathway to wind down the PCIA.

c. Support policies that would bring stability to the PCIA and/or provide new mechanisms for CCAs to securitize PCIA charges.

d. Oppose policies that would increase or expand exit fees, including PCIA, on CCA customers.

5. Load Shaping/Shifting and Dynamic Pricing

VCE will:

a. Support policies and funding that create~~s~~ viable opportunities for CCAs to shape or shift load to support grid operations.

b. Support polici~~es~~~~y~~ that recognize~~s~~ and assign~~s~~ Resource Adequacy value to load shaping or load shifting programs.

c. Support polici~~es~~~~y~~ that enable~~s~~ customers of VCE and other CCAs to participate in dynamic pricing plans to shift load away from peak, including the use of automated systems.

6. Public Safety Power Shut-Offs (PSPS) and Flex Alerts

VCE will:

a. Support polici~~es~~~~y~~ that increase~~s~~ the notification and transparency requirements on IOUs as they implement a PSPS.

b. Support policies~~y~~ that create~~s~~ standards for PSPS implementation and penalties on IOUs that execute PSPS below those standards.
c. Support policies~~y~~ that create~~s~~ rules and procedures to ensure PSPSs are implemented narrowly and only as absolutely necessary.
d. Support policies~~y~~ that require~~s~~ IOUs to notify impacted cities, counties and CCAs of impending PSPS.
e. Support policies~~y~~ that require~~s~~ IOUs to provide CCAs with better customer contact information so that CCAs may more effectively engage their customers in a timely manner.

7. Community Resilience

VCE will:

a. Advocate for and support policies and funding for programs implemented by CCAs and their member jurisdictions to increase community resilience to extreme temperatures, wildfires, PSPS events and other potential service disruptions.
b. Support policies~~y~~ that reduces barriers to microgrid development by CCAs.
c. Oppose policies~~y~~ that would enable IOUs to dominate or restrict microgrid development.
d. Support policies~~y~~ that facilitate~~s~~ development of community level resources and distributed energy resources and that recognize~~s~~ their value in reducing the need for new transmission and distribution infrastructure.

8. Renewable Energy Generation and Sources

VCE will:

a. Support policies~~y~~ that expand~~s~~ opportunities for or reduce~~s~~ barriers to the development of ~~local~~ renewable energy sources.

~~a.~~b. Support policies that enhance development of local and regional sources of renewable energy,~~,~~ including, but not limited to, wind, solar, bioenergy, battery storage, small hydro, and geothermal, as long as local development and siting criteria are consistent with city and county land use authority and other local and state regulatory requirements. (See cross reference Section 10.a, b and c)

~~b.~~c. Oppose policies~~y~~ that require~~s~~ CCAs to purchase specific renewable energy products or technologies, which would limit the ability of CCAs to meet local energy needs in a cost-effective manner and in accordance with the preferences of their member jurisdictions and with their local procurement and rate setting authority.

9. Energy Justice

VCE will:

a. Support ~~Engage in~~ policies and programs that directly or indirectly impact~~s~~ the ability of underserved communities in the VCE service territory to have affordable, reliable and clean energy.

b. Support policies~~y~~ and programs that strengthen~~s~~ the resilience of vulnerable communities to the impacts of climate change.

c. Support policies~~y~~ and programs that enable~~s~~ all California communities, especially marginalized communities, and individuals, regardless of race, color, national origin, religion, sexual orientation, sex, gender identity, age, disability or socioeconomic status, to participate in the transition to a zero carbon electrical grid in a cost-effective manner.

d. Support policies~~y~~ and programs that enable~~s~~ all California communities, especially historically marginalized communities, and individuals, regardless of race, color, national origin, religion, sexual orientation, sex, gender identity, age, disability or socioeconomic status, to participate in the decarbonization of the state's building stock and the transportation sector.

e. Support policies, programs~~y~~ and funding~~-~~ to alleviate residential and commercial energy insecurity or financial hardships that could disrupt electricity service to VCE customers or restrict VCE customers' access to clean energy opportunities. This could include, for example, assistance ~~to avoid electric service disconnections or economic recovery~~ or funding for transportation electrification.

10. Local Economic Development and Environmental Objectives

VCE will:

a. Support policies~~y~~ that enhance~~s~~ opportunities for CCAs to promote local economic development through locally designed programs that meet the unique needs of their~~its~~ member agencies and customers.

b. Support policies~~y~~ that enhance~~s~~ development of local and regional sources of renewable energy.

c. Support policies~~y~~ that enable~~s~~ CCAs to collaborate with their member jurisdictions on local energy resources and projects to advance environmental objectives.

d. Support policies~~y~~ to enable CCAs to plan, own and operate clean energy resources that serve local needs while contributing to the local economy.

e. Support policies~~y~~ and programs that ensure that CCAs and their member agencies have access to existing and new state and federal energy-related grant and loan funds, including programs for residential, commercial, industrial, agricultural and government customers.

11. Miscellaneous

VCE will:

a. Oppose policies~~y~~ that expand~~s~~ direct access or the ability or economic incentives for electric service providers to selectively recruit CCA or IOU customers.

b. Support policies~~y~~ that ~~would~~ require all ~~l~~Load-~~s~~Serving ~~e~~Entities to meet the same renewable content, environmental and other procurement requirements.

c. Monitor, and if appropriate, ~~E~~engage with legislative, regulatory or other proposals to create western regional energy markets or a western regional transmission organization.

Such markets or ~~an~~ organization must ensure the continued ability of CCAs to retain their local governance, rate making and procurement authority and ensure that California's environmental and energy policies are not compromised.

d. Support policies~~y~~ that addresses interconnection or energizing delays for businesses, public agencies, homes, and energy generation projects.

e. Support legislation and regulations that address and seek to reduce negative impacts on natural systems, including wildlife and habitat, from energy generation projects.

f. Support legislation that enhances planning for and availability of transportation electrification systems and infrastructure to benefit VCE customers and California's energy supply systems.

C. REGULATORY REQUIREMENTS, PROCEDURES AND ISSUES

Background

As noted above, VCE monitors the regulatory landscape covering the topics listed in Section B. However, the regulatory landscape is much more complicated than the legislative landscape. State agency action on issues (generally referred to as "proceedings") can often last several years, especially those proceedings conducted by the CPUC. In addition, engagement by an individual or agency, such as VCE, must follow specified procedural requirements.[2] As a result, regulatory participation is more resource intensive.

At the same time, as a "load-serving entity" (LSE) under California law VCE must comply with specific regulatory requirements. As a result, VCE directly and indirectly participates in the regulatory process in several ways. They include the following activities.

1. State Agency Compliance Reporting. Each year, VCE (or its regulatory and power procurement consultants, on behalf of VCE) files over 50 compliance reports to different state agencies including the CPUC, CEC, CAISO, Secretary of State. These include, but are not limited to: the joint rate mailer, integrated resource plan, renewable portfolio standard report, PG&E

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[2] Participating in a CPUC regulatory proceeding is more complicated than engaging in the legislative process. CPUC proceedings are considered quasi-judicial or court-like hearings. They are overseen by an administrative law judge and generally follow court like procedures. Those wishing to engage in a proceeding and submit a brief or testify must become "a party" to the proceeding and follow specified practices. Simply submitting a letter with comments on a proceeding is not an effective way to be engaged in a CPUC proceeding. Often proceedings are active over several years, require ongoing commitment of staff or consultant resources, and those interested in the issues must follow formal procedures for providing comments or other input.

[3] CalCCA's mission related to legislative and regulatory issues is best summed up by the following statement on its website: "CalCCAsupports legislation and regulatory policies that protect and foster CCAs within the state. We promote competitive neutrality and a level playing field. We oppose legislation and regulatory policies that unfairly discriminate against CCAs or CCA customers, or reduce CCA policy- or decision-making autonomy."

[4] More about CalCCA's Regulatory policy and filings is available at: https://cal-cca.org/regulatorylegislative/

rate comparison mailer, RA year ahead load forecast, and power content label.

2. CalCCA Regulatory Committee.[3] VCE staff participates on CalCCA's Regulatory Committee. It meets weekly with subcommittees meeting multiple times a week, depending on deadlines and CalCAA comment depending on individual proceedings.

3. CalCCA Regulatory Filings.[4] CalCCA periodically becomes "a party" to a CPUC regulatory proceeding on behalf of its member CCAs and submits comments and engages in discussions with CPUC staff and CPUC commissioners. VCE monitors these items and periodically provides input to the internal discussion related to how to approach a proceeding and the content of CalCCA comments. Examples of CalCCA filings include: Slice of Day, Provider of Last Resort (POLR), Establishing Energization Timelines and New Approaches to Disconnections and Reconnections to Improve Energy Access and Contain Costs. CalCCA also files comments on behalf of its member CCAs on California Energy Commission proceedings, although that regulatory process is different than that at the CPUC.

4. Individual CCA Regulatory Filings. Individual CCAs sometimes submit their own comments in CPUC proceedings, individually or jointly with other CCAs. VCE monitors these and occasionally has submitted its own comments or joined other CCAs. For example, VCE submitted comments on the expansion of the Dynamic Pricing Pilot (related to AgFIT) and RA Slice of Day proceedings.

5. Joining CalCCA or Individual CCA Filings. On high priority issues that significantly impact VCE, with the assistance of its regulatory consultant, VCE joins CalCCA or other CCAs in a filing submitted by CalCCA or a CCA. Examples include: Summer Reliability (Dynamic Pricing) and Slice of Day Resource Adequacy.

6. VCE Leads a Response to a Regulatory Proceeding. For high priority issues, VCE may take the lead in a regulatory filing, inviting CalCCA and other CCAs to join the filing. An example was the recent proceeding related to expanding the Dynamic Pricing Pilot Program (AgFIT).

7. Other Regulatory-Related Activities. These activities may include proceedings or actions at CAISO, the Air Resources Board, Federal Energy Regulatory Commission (FERC) or other regulatory agencies that may have direct or indirect impacts on VCE or the CCA community.

Proposed Future VCE Regulatory Engagement

In 2025, VCE will engage in the regulatory process in the following way.

- Continue to participate with CalCCA and other CCAs, as described in items 1-7 above.

- Depending upon staff and financial resources available, identify and participate in high priority regulatory proceedings that may have significant impact on VCE's autonomy, governance, rate setting authority, mission and strategic plan. The proceedings may include, but are not limited to: slice of day RA reform, RA benchmarking, dynamic pricing and other new critical issues that may arise in 2025 or in future years.

VALLEY CLEAN ENERGY ALLIANCE

Staff Report – Item 10

To: Community Advisory Committee

From: Mitch Sears, Executive Officer
Rebecca Kuczynski, Customer Officer
Mary-Kathryn Rueff, Program & Community Engagement Associate Analyst

Subject: Charge Your Ride: Phase 2 of the Electric Vehicle Rebate Pilot Program

Date: October 23, 2025

RECOMMENDATION

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

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 able 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 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.

ANALYSIS

As of 2022, 57% of transportation GHG emissions are from light-duty and passenger vehicles[1]. 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, especially for low-income customers and renters. Research shows that low-income customers experience barriers to both the purchase and charging of electric vehicles[2], 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)

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[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)*.

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 retention[3].

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).

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

[3] https://www.sciencedirect.com/science/article/pii/S2590198223002543

    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 during the entire project lifecycle, from 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: If customers qualify for the PG&E Pre-Owned EV Program Low-Income rebate, they would automatically qualify for VCE's Charge Your Ride incentive.[4] This ensures the ability to stack VCE's low-income rebate with PG&E's rebates and others, as well as mitigating risk associated with collecting sensitive documentation and reducing program administration burden on staff. Staff is recommending a battery electric vehicle (BEV) low-income rebate amount of $3,500, stackable with the 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.

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.

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.

Additional Element - Charger Maintenance Rebate

Charging equipment can experience maintenance needs outside of warranty, which could result in unusable charging equipment and frustration for the customer, sometimes even impacting future electrification decisions. To this end, staff is proposing a $500 charger maintenance rebate for customers requesting work within 5 years of charger 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 resembles a similar incentive in a previous PG&E program design[4].

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

[4] 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.

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.

Table 1 – Option 2 - Recommended

	Pilot Program Elements	**Incentive Category**	**Project Incentive Cap**	
Budget Option 2: EVs and Charging, Charger Maintenance, Tech Assistance	**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	
	Program Contingency		Up to $60,000	
	Budget Total $1,000,000			

Pilot Metrics

Pilot program metrics include the number of EV rebates provided, GHG emissions reductions[5], number of chargers installed, number of applications submitted and completed, customer

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

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 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). 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)

VCE Staff is in contact with PG&E staff to better collaborate on program marketing efforts.

Charging Incentives and Technical Assistance

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

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 that the CAC recommend 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 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	
	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	
	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	
	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& 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 email addresses 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.

VALLEY CLEAN ENERGY ALLIANCE
COMMUNITY ADVISORY COMMITTEE

Staff Report – Item 11

TO: Community Advisory Committee

FROM: Alisa Lembke, Board Clerk/Administrative Analyst

SUBJECT: Discussion on formation of CAC Local Energy Task Group

DATE: October 23, 2025

RECOMMENDATION

Discuss forming a CAC Local Energy Task Group.

BACKGROUND/ANALYSIS

Each year, Staff around the beginning of the year, asks the CAC to consider forming task groups to assist VCE Staff and the Board with tasks and projects and to vet important issues/policy areas. And, throughout the year, Staff may revisit with the CAC on forming additional task group(s) as needed to assist with tasks and projects as they become defined.

At the CAC's July 24, 2025 (Item 7) and August 28, 2025 (Item 7) meetings, Staff and CAC members had a robust discussion on the draft Major Update to the Strategic Plan (SP). At the CAC's August 28, 2025, the CAC recommended that the Board adopt the Major Update to the SP. Thereafter, the Board held a Strategic Plan Workshop at their September 11, 2025 meeting and at the Board's October 14, 2025 Special meeting the Major Update to the Strategic Plan was adopted.

At the CAC's September 25, 2025 meeting, CAC Member Lorenzo Kristov suggested that the CAC and Staff discuss forming a Local Energy Task Group to assist in developing strategies in line with the Major Update to the SP. Attached is Mr. Kristov's submittal of information to start the discussion.

Attachment: Local Energy Task Group Proposal 2025-26 from CAC Member Lorenzo Kristov

Local Energy Task Group Proposal 2025-26

Draft for VCE CAC Discussion

The Context

Definition: Local electricity resources (local energy resources or "LER") include: scalable renewable generation facilities (solar PV, wind, small hydro & geothermal); batteries & other types of energy storage; control systems to manage electricity supply and load in individual buildings and groups of electrically contiguous buildings; microgrid controls to provide continuous "islanded" service during utility grid outages (e.g., community resilience centers or CRCs); energy efficiency (e.g., weatherization of buildings); and back-up emergency generators.

LER have been rapidly improving in performance and cost-effectiveness. They are scalable and customizable to meet practically any customer's electricity needs (residential, business, farm, municipal, public facility, industry). They can also be connected directly to the utility's distribution system to provide energy to multiple customers in a local area.

The needs for and benefits of LER are now becoming increasingly urgent for several reasons:

(1) affordability — LER can substitute for more costly grid-supplied power;

(2) climate resilience — LER can provide uninterrupted service during utility grid outages;

(3) support for local clean energy & climate action priorities — LER can be custom-designed to support local initiatives (e.g., electrifying transportation fleets);

(4) local control over the choice of energy sources — LER can support local Climate Action & Adaptation Plan (CAAP) goals for clean energy & decarbonization;

(5) ability to produce energy close to where it will be consumed — LER can reduce reliance on the costly bulk transmission system, lowering infrastructure costs, reducing energy losses and avoiding barriers to deployment;

(6) ability to deploy on existing infrastructure — deploying on roofs of warehouses, schools, shopping malls, parking lots & irrigation canals avoids impacts to open space & habitats & other land-use conflicts;

(7) local ownership — locally owned & operated LER retain community wealth, strengthen the local economy, provide local jobs & technical training (e.g., LER systems on school campuses), & reduce reliance on distant investors & monopoly corporations.

VCE's original vision statement includes a provision to advance LER, and the latest revision of its strategic plan includes explicit objectives to increase reliance on LER in VCE territory and to promote LER among other CCAs.

The author composed this work on the ancestral lands of the Wintun tribes. Three federally recognized Wintun tribes reside in and consider their homelands to be Yolo, Solano, Colusa, Lake and Napa [California] counties: Cachil Dehe Band of Wintun Indians of the Colusa Indian Community, Kletsel Dehe Wintun Nation and the Yocha Dehe Wintun Nation.

The Need for a VCE Local Energy Task Group

Although many of the above factors are well known to people engaged in the electricity industry, there is a need for (1) accurate education & de-mystification about LER applications, benefits & technologies, both for decision makers & for the general public (e.g., VCE customers & member jurisdictions); (2) exploration of potential LER projects in VCE's territory in which VCE could participate or play an enabling or supportive role; & (3) development of a vision and strategy for increasing LERs in VCE's energy planning & procurement & in member communities' energy systems.

Proposed Local Energy Task Group (LE-TG) Charge

1. The LE-TG will meet monthly, outside of regular CAC meetings.
2. The LE-TG will compile & organize educational materials, including examples of LER projects deployed elsewhere, to inform VCE member jurisdictions, customers & CAC members about LER terms & concepts, LER technologies & practical applications, LER economics, & policies & regulations related to DER.
3. The LE-TG will identify potential beneficial LER projects in VCE's territory & develop brief initial descriptions.
4. The LE-TG will provide short (5-10 minute) TG reports at each CAC meeting to inform the CAC about the above topics. When a CAC schedule is light, the TG can lead a longer discussion on an LER topic.
5. The LE-TG will support development of a vision, strategy & plans for increasing LERs in VCE's energy planning & procurement & in member communities' energy systems.