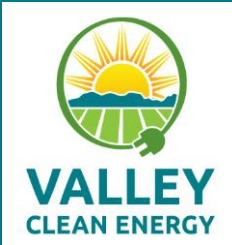




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## VCE Community Advisory Committee Meeting – October 24, 2024



Item 6 - Receive legislative update presented by Pacific Policy Group.

# Item 6 - Receive legislative update

## 2024 Session Look Back

- New Leadership and Assembly U&E Chair
- Budget Deficit of \$45 Billion
- Focus Shifts from Reliability to Affordability
  - Reliability improves
  - Rate increase after rate increase
  - Income Graduated Fix Charge “IGFC”
  - NEM changes
  - “Affordability Package”
- Special Session Once Again

# Item 6 - Receive legislative update

## 2025-26 Session Look Ahead: Landscape

- Governor Newsom enters final two years
  - All state constitutional officer races
- Many new members coming in 2025
  - 2024 ends first cycle of new term limit rules
- Senator Dodd Terms Out
- Senate Leadership Transition?
  - Senate Pro Tem. Mike McGuire terms out in 2026
- Budget Stability

## 2025-26 Session Look Ahead: Considerations

- Affordability Still a Concern
  - AB 3264 Implementation
- Senate Energy and Assembly U&E Changes
  - Sens. - Chair Bradford, Eggman, Min, Skinner out
  - Asms. - Friedman, Holden, Ting, Wood out
- Regional Grid
  - West-Wide Governance Pathways Initiative



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# VCE Community Advisory Committee Meeting – October 24, 2024

## Item 8: Hourly Flex Pricing Pilot Programs



# Public Comments

To Provide Public Comment on any agenda item please:

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# Item 8: Hourly Flex Pricing Pilot Programs

## Requested Action: Review and recommend approval of Hourly Flex Pricing (HFP) Pilots

### Background & Context:

VCE's Successful implementation of Agricultural Flexible Irrigation Technology (AgFIT) Pilot led to California Public Utilities Commission Decision on Expanded Pilots Jan '24

### 4 Pilots under HFP Umbrella:

1. **Hourly Flex Pricing** (a.k.a. Expanded Agricultural Flexible Irrigation Technology, or AgFIT, Pilots)
  - a. Agricultural ("Expanded Pilot #1")
  - b. Residential and Non-Residential (Expanded Pilot #2)
2. **Vehicle-to-Everything** (V2X) Pilots (a.k.a. VGI)
  - a. Residential
  - b. Non-Residential

# Item 8: Hourly Flex Pricing Pilot Programs

## HFP Goals:

- Reduce congestion on the grid (infrastructure costs), greenhouse gas (GHG) emissions
- Improve reliability, integration of renewables
- Facilitate greater integration, fair compensation of distributed energy resources (DERs)



*Photo: YvonneHunterPhotography.com*

## Cross-Program Compatibility:

Possibility to leverage other program incentives

- Suite of programs, bringing customers more value
- Integrate into existing and future program design
  - E.g. REACT



# Item 8: Hourly Flex Pricing Pilot Programs

## Design for Pilots:

- Day-ahead, hourly prices
  - Customers may access on PG&E's website
  - For residential pilot, Automation Service Providers play a big role
- Shadow billed
  - Low/no risk for customers
- PG&E administering all pilots except for HFP/Expanded Pilot #1 (VCE administers)
- Little/no flexibility in design/implementation



*Photo: YvonneHunterPhotography.com*

# Item 8: Hourly Flex Pricing Pilot Programs

## HFP Customer Price Interface

Hourly Flex Pricing Oct 22nd, 2024 - 9:32 AM PDT

Download prices  
10-21-2024 - 10-22-2024

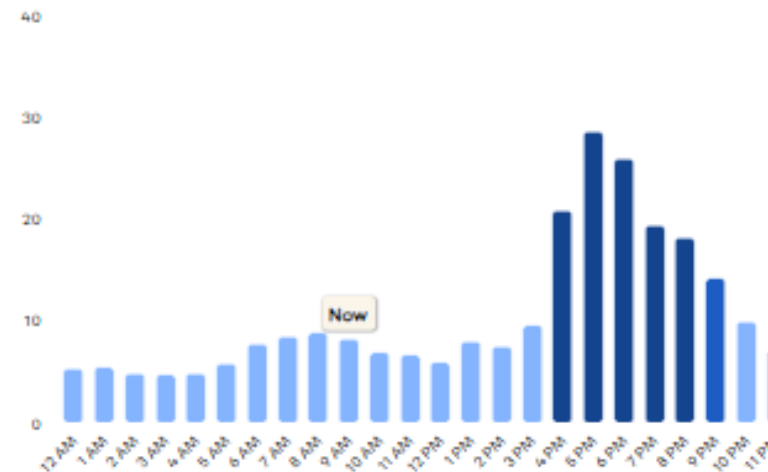
Download CSV

Choose your provider  
Valley Clean Energy

Choose your rate plan  
AGA1

Representative Circuit ID  
013921103

Today's Hourly Pricing



Upcoming Prices

Prices are published at 4:30 p.m. and 6:30 p.m. Actual prices are shown in blue and forecasted prices are shown in grey.

|       |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |    |    |
|-------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|----|----|
| 10/23 | 5¢ | 5¢ | 5¢ | 5¢ | 5¢ | 6¢ | 8¢ | 9¢ | 8¢ | 8¢ | 6¢ | 6¢ | 6¢ | 7¢ | 10¢ | 11¢ | 15¢ | 14¢ | 11¢ | 8¢  | 6¢ |    |
| 10/24 | 5¢ | 5¢ | 4¢ | 4¢ | 5¢ | 5¢ | 6¢ | 7¢ | 7¢ | 7¢ | 5¢ | 5¢ | 5¢ | 5¢ | 7¢  | 12¢ | 8¢  | 9¢  | 12¢ | 9¢  | 7¢ |    |
| 10/25 | 5¢ | 5¢ | 5¢ | 5¢ | 5¢ | 6¢ | 7¢ | 7¢ | 7¢ | 6¢ | 5¢ | 5¢ | 5¢ | 5¢ | 6¢  | 8¢  | 11¢ | 6¢  | 13¢ | 11¢ | 8¢ | 7¢ |
| 10/26 | 6¢ | 5¢ | 5¢ | 4¢ | 5¢ | 5¢ | 5¢ | 5¢ | 5¢ | 4¢ | 4¢ | 4¢ | 4¢ | 4¢ | 5¢  | 8¢  | 11¢ | 7¢  | 13¢ | 11¢ | 8¢ | 6¢ |

<https://www.pge.com/en/account/rate-plans/find-your-best-rate-plan/current-hourly-flex-pricing.html>



# Item 8: Hourly Flex Pricing Pilot Programs

| Pilot Rate Name                            | Eligibility  | Incentives   | Pilot Duration                                   |
|--|--|--|--|
| <b>HFP #1, aka Expanded AgFIT Pilot #1</b> | Ag <35 kW Low Use (AG-A1)<br>Ag <35 kW High Use (AG-A2)<br>Ag 35+ kW Medium Use (AG-B)<br>Ag 35+ kW High Use (AG-C)  | \$160/kW (~\$120/HP) of enrolled customer controllable load  | November/December 2024 through December 31, 2027 |
| <b>HFP #2, aka Expanded AgFIT Pilot #2</b> | Electric Home (E-ELEC) rate plan<br>Home Charging (EV2-A)<br>Business Low Use Alternative (B6)<br>Business Medium Use (B10)<br>Business Medium-High Use (B19)<br>Business High Use (B20) | \$100,000 per year and an enrollment incentive of \$20/kW-year of controllable load payable to the ASP for load that the ASP has enrolled. |  |
| <b>VGI - Res</b>                           | E-ELEC or EV2A   | Incentives Per Charger Upfront + Kicker for DAC<br>Customers:<br>\$2,500 + \$500.<br>Performance (up to) \$2,175                           | Until funds are exhausted or December 31, 2027   |
| <b>VGI - Non-Res</b>                       | Small Business – B6<br>Medium Business – B10<br>Large – B19 or B20<br>Business Electric Vehicle – BEV-1 or BEV-2   | EVSE <50 kW \$2,500 + \$500.<br>Performance (up to) \$3,625<br>EVSE >=50 kW \$4,500 + \$500<br>\$5,000                                     |  |

# Item 8: Hourly Flex Pricing Pilot Programs

## Next Steps:

- Finalize program design and agreement with PG&E; VCE webpages for pilots
- Clarify cross-program eligibility
- Continue discussions with other agencies
- Bring to Board for approval



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## VCE Community Advisory Committee Meeting – October 24, 2024

### Item 9: Electric Vehicle Rebate Pilot Program, Phase 2



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# Item 9 – Electric Vehicle Rebate Pilot Program, Phase 2

## Requested Action: Review and recommend approval of Phase 2 VCE's EV Rebates Pilot Program

### Background & Context:

#### Nat'l, Statewide push toward transportation electrification

- Five Million Zero Emission Vehicles on the road in CA by 2030 (E.O. B-48-18)
- All new cars and passenger trucks sold in CA must be Zero Emission Vehicles by 2035 (E.O. N-79-20)
- In 2023, Californians bought almost 450,000 new zero-emission vehicles (ZEVs), a 30% increase from 2022. ZEVs made up 25% of new vehicle sales in 2023, up from 20% in 2022.

The total number of cars registered in CA is **31.3M** vehicles , with **1,256,646** being all-electric as of Dec 2023

# Item 9 – Electric Vehicle Rebate Pilot Program, Phase 2

## Proposed Program Design:

3 components:

1. Incentives for vehicle purchase
2. Incentives for at-home charging systems
  - a. Bonus for VGI-capable charging equipment
3. Incentives for panel upgrades

| Proposed Incentive               | Proposed Amount                          | Proposed Budget  |
|----------------------------------|--|------------------|
| EV Rebates                       | \$2,000 (low-income); \$1,000 (standard) | \$120,000        |
| VGI Bonus with HFP Participation | \$500                                    |                  |
| In-home residential charging     | \$500                                    | \$40,000         |
| In-home panel upgrades           | \$500                                    |                  |
| Multi-family housing charging    | \$3,000 each, up to \$21,000/property    | \$100,000        |
| Program Admin                    | ---                                      | \$20,000         |
| Program contingency              | ---                                      | \$20,000         |
| <b>Total</b>                     | ---                                      | <b>\$300,000</b> |



# Item 9 – Electric Vehicle Rebate Pilot Program, Phase 2

**Program Equity:** Ensuring that income-qualified customers have equitable access to rebates

Staff is seeking CAC feedback on the following recommendations

1. Income-qualified applications are given priority processing
  1. Income-qualified applicants fill out a VCE rebate interest form, VCE would consider these rebate funds reserved for a period of time (suggest 6 months)
2. Allocate 25% of rebate funds in Phase 1 for income-qualified applicants. 6 months after program launch, the funds would be released for standard applications



# Item 9 – Electric Vehicle Rebate Pilot Program, Phase 2



## Next Steps:

- Communicate with customers on EV Rebate Waitlist
- Develop full list of eligibility criteria with Terms and Conditions
- Finalize pilot administration processes, potentially contract with 3<sup>rd</sup> parties for support
- Bring to Board for approval
  - [Pending Board approval] Timeline: Launch Q1 2025 – program funding is exhausted