Authorize the Chief Executive Officer to Finalize Negotiations and Execute Necessary Agreements for Willow Rock Long Duration Energy Storage with California Community Power, Participating Community Choice Aggregators and Hydrostor's GEM A-CAES LLC

Board of Directors
January 14, 2026

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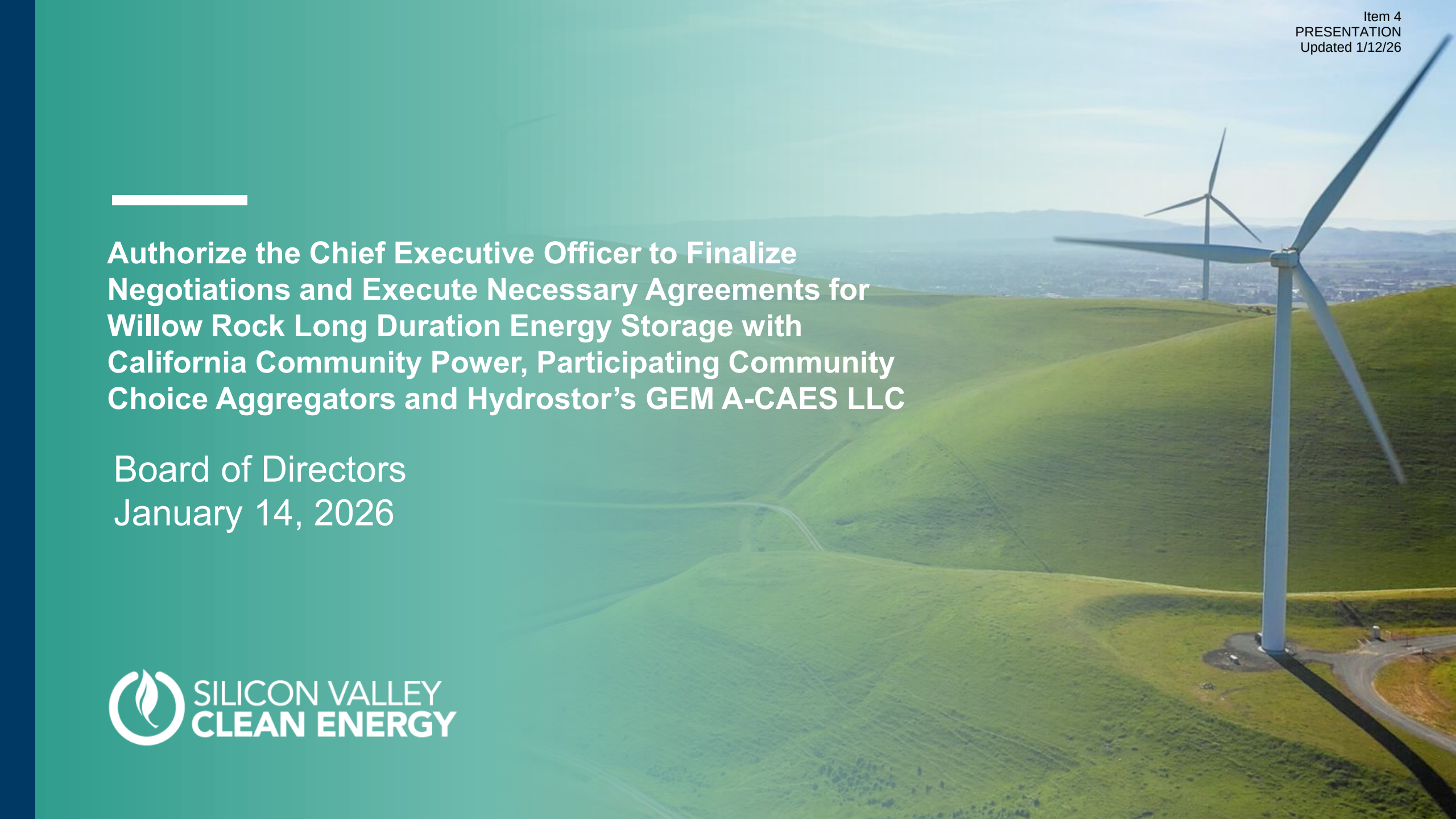

Recommendation

Staff recommends that the **Board delegate authority to the Chief Executive Officer (CEO)** to **finalize negotiations and execute** on behalf of Silicon Valley Clean Energy Authority (SVCE) as a member of California Community Power ("CC Power") the following **agreements** and any necessary ancillary documents for the **Willow Rock Compressed Air Energy Storage Facility** for Long Duration Storage (LDS):

1. **Project Participation Share Agreement (PPSA)** between Silicon Valley Clean Energy Authority, California Community Power and participating community choice aggregators (CCAs) – Attachment 1
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And within the following parameters:

- SVCE's expected share of project 5.7 MW with a maximum incremental step-up quantity of 1.425 MW for a maximum of 7.125 MW;
- Delivery term of 20 years starting at the Commercial Operation Date on or about December 31, 2030 through December 30, 2050; and
- Total lifetime amount not to exceed $37.62 million

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California Community Power: CC Power

Joint Powers Agency comprised of nine California Community Choice Aggregators (CCAs).

CC Power allows its member CCAs to combine their buying power to procure new, cost-effective clean energy and reliability resources to continue advancing local and state climate goals. CC Power members represent over 2.7 million customers across 112 municipalities spanning from Humboldt County to Santa Barbara County.

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Ava Community Energy

CleanPowerSF

Central Coast Community Energy

PENINSULA CLEAN ENERGY

REDWOOD COAST EnergyAuthority

SAN JOSE CLEAN ENERGY
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Background and Timeline

2020

- Q4: joint-CCAs issue RFO for long duration storage

2021

- CPUC issues Mid-Term Reliability (“MTR”) procurement order
- Requires long duration storage (8 hour batteries)

2021-2022

- SVCE, jointly at CC Power, negotiates two ESSAs:
  - Goal Line
  - Tumbleweed
- CC Power signs agreements

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Background and Timeline (cont.)

H2 2024

- CC Power runs solicitation for resources including MTR-eligible projects

H1 2025

- SVCE Board approves agreement with Yellow Pine III to provide long duration storage
- Goal Line terminated

H2 2025:

- CC Power seeks replacement resource for members – Hydrostor Willow Rock
- **SVCE participates in discussions for alternative storage opportunity**

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Willow Rock RA and TB4 Agreement

Key Commercial Terms

Technology	• 500 MW Advanced Compressed Air Energy Storage (A-CAES) • 8-hour discharge duration
Location	• Rosamond, Kern County, CA • *Several SVCE projects in areas: Rabbitbrush, Terra-Gen Wind, Tumbleweed, Aratina*
Capacity	• CC Power: 50 MW, 400 MWh • SVCE share: 5.7 MW
Structure	• COD: December 2030 • Term: 20 years • Price: Fixed $/kW-mo., no escalation
Products	• Resource Adequacy Capacity • Energy Arbitrage: Top + Bottom Financial Settlement
Round Trip Efficiency	• Lithium-ion: ~80%+, degrades • Compressed air: lower, no degradation

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How Advanced Compressed Air Energy Storage (A-CAES) Works

The Closed Loop A-CAES Process

1 **COMPRESSION**
Energy powers an air compressor, generating heat in the process.

2 **HEAT EXCHANGE**
Heat is extracted from the compression process and captured by a thermal management system for reuse.

Hydrostor IP*: Adiabatic heat storage improves efficiency and makes the process emissions free

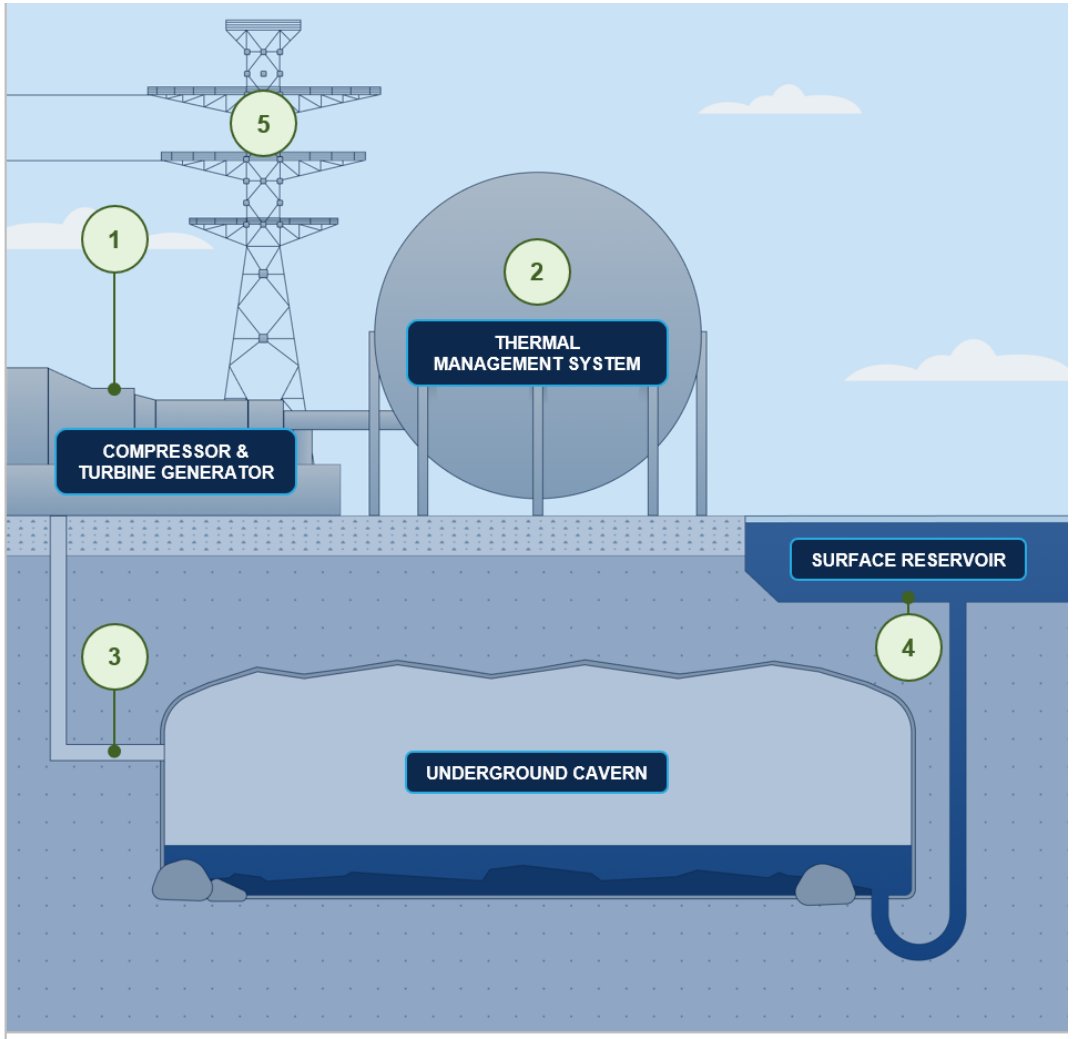
3 **AIR STORAGE**
Compressed air is pumped underground and stored in a purpose-built, water-filled cavern.

4 **WATER DISPLACEMENT**
Compressed air displaces water, forcing it up the shaft to the surface reservoir.

Hydrostor IP*: Hydrostatic compensation maintains cavern pressure, improves efficiency, and enables siting flexibility, which minimizes cavern cost and size requirement

5 **DISCHARGE**
When energy is needed, the water is allowed to flow back down the shaft into the underground cavern, pushing the compressed air back to the surface facility. The compressed air is then reheated from heat stored earlier in the process and expanded through the turbines to generate electricity.

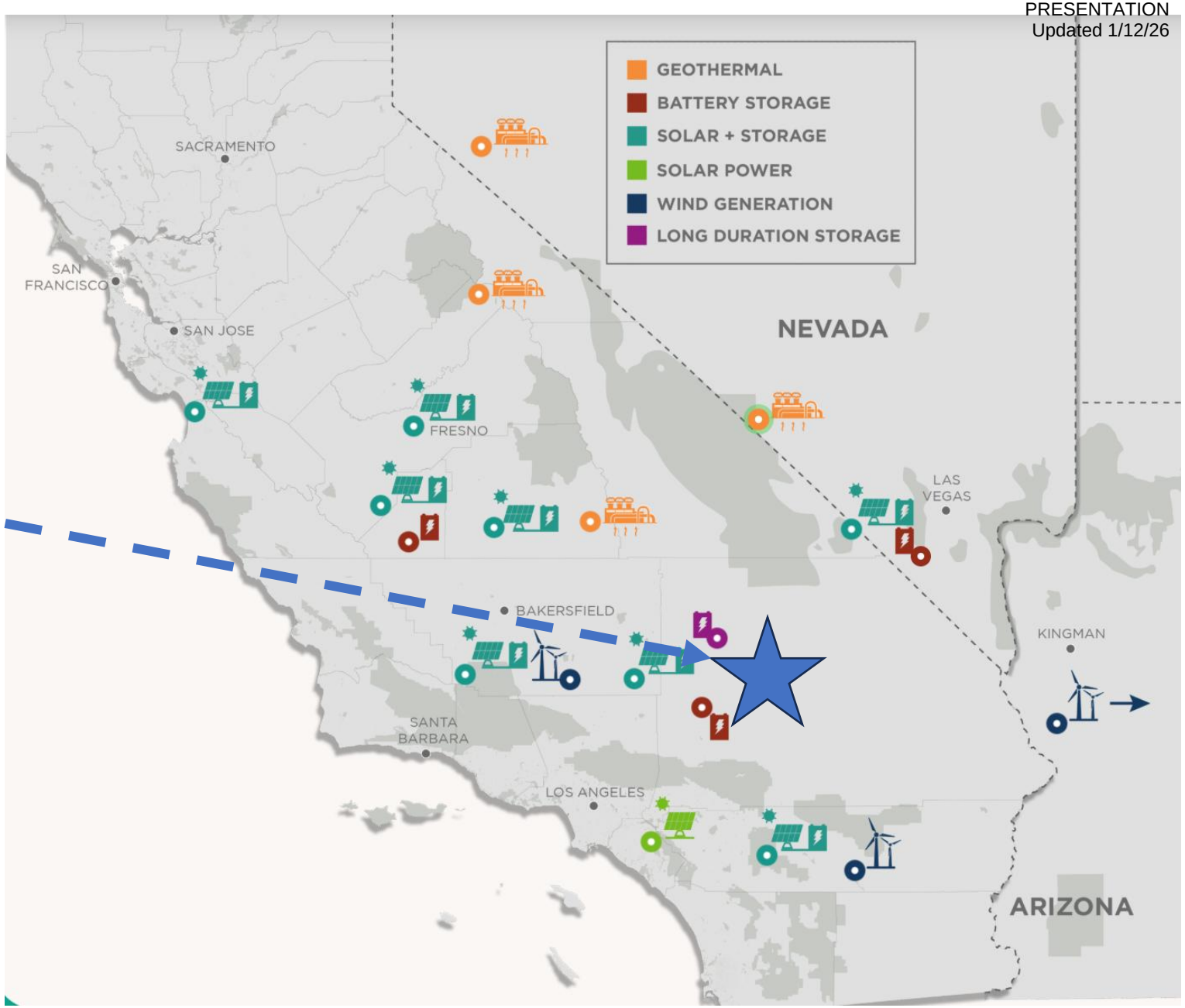
*Patented, proprietary technology



Willow Rock RA and TB4 Agreement

Project Location

Rosamond, CA Kern County



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Willow Rock RA and TB4 Agreement

Project Benefits

Provides Energy Arbitrage Value	• Charge during lowest priced hours • Discharge during highest priced hours
Enhances Grid Reliability	• Resource Adequacy Capacity
Reduces GHG Emissions	• Charge during low emitting hours and discharge during high emitting hours
MTR Eligible	• Meet's Mid-Term Reliability Procurement Order requirements • SVCE expected share: 5.14 MW NQC

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Illustrative Example

Top/Bottom Structure

Top 4:
50 MW x Hourly Price

Bottom 4:
-50 MW x Hourly Price

Hour	CAISO Price	Price Rank Highest to Lowest	BESS Activity	BESS MW	BESS Arbitrage (Cost)/Revenue
1	$20.00	16		0	$0
2	$22.00	14		0	$0
3	$25.00	11		0	$0
4	$19.00	17		0	$0
5	$21.00	15		0	$0
6	$22.50	13		0	$0
7	$23.00	12		0	$0
8	$26.00	10		0	$0
9	$28.00	9		0	$0
10	$15.00	18		0	$0
11	$13.00	19		0	$0
12	$2.00	23	Charge	-50	($100)
13	$1.00	24	Charge	-50	($50)
14	$5.00	22	Charge	-50	($250)
15	$7.00	21	Charge	-50	($350)
16	$8.00	20		0	$0
17	$30.00	8		0	$0
18	$32.00	7		0	$0
19	$60.00	4	Discharge	50	$3,000
20	$65.00	3	Discharge	50	$3,250
21	$70.00	2	Discharge	50	$3,500
22	$75.00	1	Discharge	50	$3,750
23	$41.00	5			$0
24	$33.00	6			$0
					$12,750

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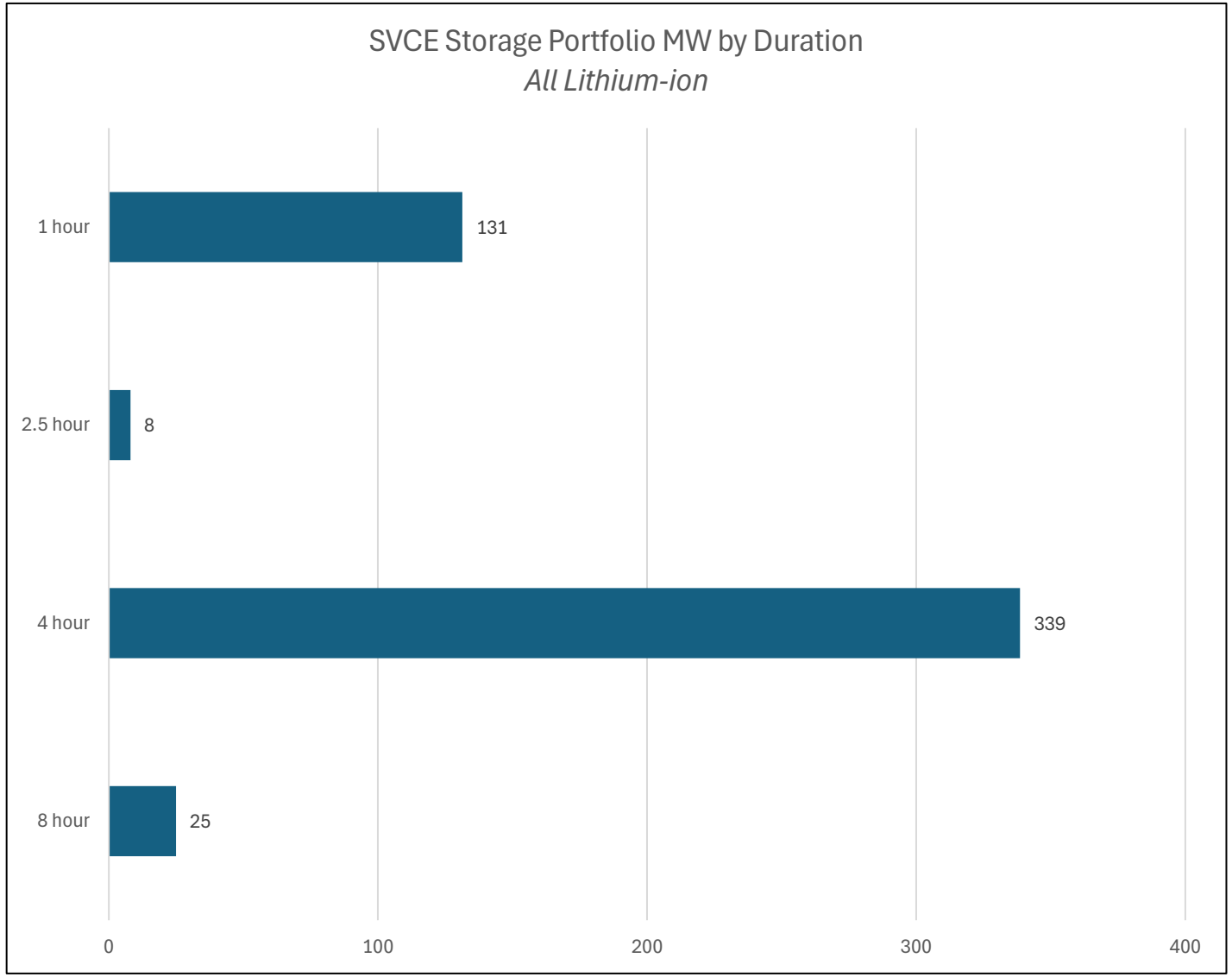
SVCE Storage Portfolio

Over 500 MW of Lithium-ion storage in variety of hour durations



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Qualitative Evaluation

Site Control	• Full site control	✓
Permitting	• CEC to recommend project passes CEQA	✓
Interconnection	• Project has deliverability for all 500 MW	✓
EPC/Design	• Vendors selected	✓
Financing	• DOE loan guarantee	⚠

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Qualitative Evaluation

SVCE-specific PPA Project Selection Policy

Contribution to SVCE's Mission	• Clean, reliable and affordable energy • Maximize Regulatory and Market Value • Minimize risk through location, counterparty, **tech diversification** and management of development risk
Workforce Development	• Project will comply with Prevailing Wage Requirement and enter into a Project Labor Agreement
Technology Diversity	• Emerging tech that has been deployed elsewhere but not yet proven in California • **Joint-procurement allows contracting for share lower than if procuring solo**
Location	• Kern County, CA

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Qualitative Evaluation

SVCE-specific PPA Project Selection Policy (cont.)

Environmental Stewardship	• Limited above ground impact • Expected to pass CEQA
Community Engagement	• Developer has mentioned commitment to local jobs and vendors
GHG Impact	• Project is zero emission

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Contracting Method

RA and TB4 Agreement

- CC Power and Counterparty
- Resource Adequacy and Top Bottom 4 Agreement
- *Going to CC Power Board on Jan 21, 2026*

PPSA

- CC Power and participating member CCAs
- Project Participation Share Agreement
- Outlines how contract administered and shared
- *Must be executed within 120 days of RA and TB4 Agreement execution*

BLPTA

- Buyer Liability Pass Through Agreement
- If a CCA drops out, other CCAs must step up to max of 125% of respective original share

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Willow Rock Participating CCAs

CCA	PPSA Entitlement Share	Willow Rock Allocation (MW)
CPSF	23%	11.5
PCE	30%	15
RCEA	6.2%	3.1
SJCE	24%	12
SVCE	11.4%	5.7
VCE	5.4%	2.7
Total	100%	50

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- Each Participating CCA will seek authority to cover entitlement share plus contingency for 25% step-up.
- SVCE's max authority to cover contingency: 7.125 MW

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REDWOOD COAST EnergyAuthority
SAN JOSE CLEAN ENERGY
A Program of the City of San José
VALLEY CLEAN ENERGY

Willow Rock

Approval Process

January 14, 2026:
- SVCE Board review & approval

January 28, 2026:
- CC Power Board review & approval

January – May 2026:
- CC Power & GEM A-CAES LLC execute agreements
- Participating CCAs Approve Participation Agreements

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Willow Rock

Summary of Key Items

Summary of Opportunity

- SVCE does not need this for long-duration storage requirement but can help overall MTR needs
- 25% step-up could result in additional 1.425 MW of capacity not needed for compliance
- Economics of emerging technologies not as strong as traditional tech

Strategic Value

- Project provides portfolio diversification
- Promote emerging storage technology
- Shared risk with other CCAs
- RA compliance counting for this technology may outperform lithium-ion

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Recommendation

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Thank you

EV Program Updates: GridShift Program Sunset & New EV Rate Pilot Program

Board of Directors
January 14, 2026

Rebecca Fang, Manager of Data and Analytics
Peter Mustacich, Technical Manager of Decarb Planning & Strategy

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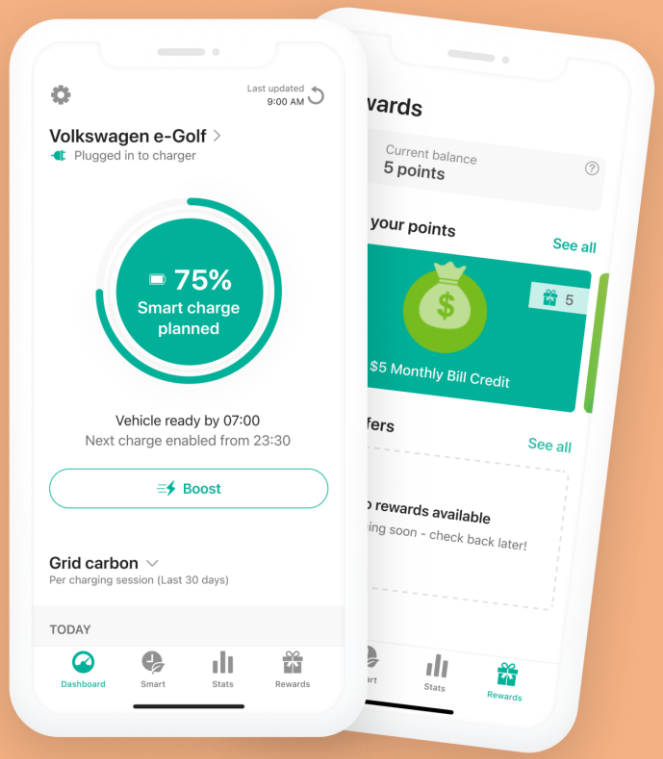
Discussing two related EV charging items:

1. GridShift: EV Charging Program Sunset (informational)
2. EV Rate Pilot Program (action)

Recommendation: Board adopt the new EV Rate Pilot Program with a budget of $1.5M.

GridShift: EV Charging Program & ChargeWise Pilot

GridShift: EV Charging
Powered by ev.energy



Free app for customers to optimize EV charging based on user-defined "ready-by" time

Key Features:

- Save customers $ and reduce emissions by *automatically* aligning charging with off-peak period & lowest grid emissions
- Improve load shifting capabilities via ‘events’
- ChargeWise pilot for smaller cohort to test dynamic price signals for EV charging

Timeline:

- GridShift app launched fall 2020
- ChargeWise pilot launched fall 2024 within GridShift app

GridShift Program Accomplishments

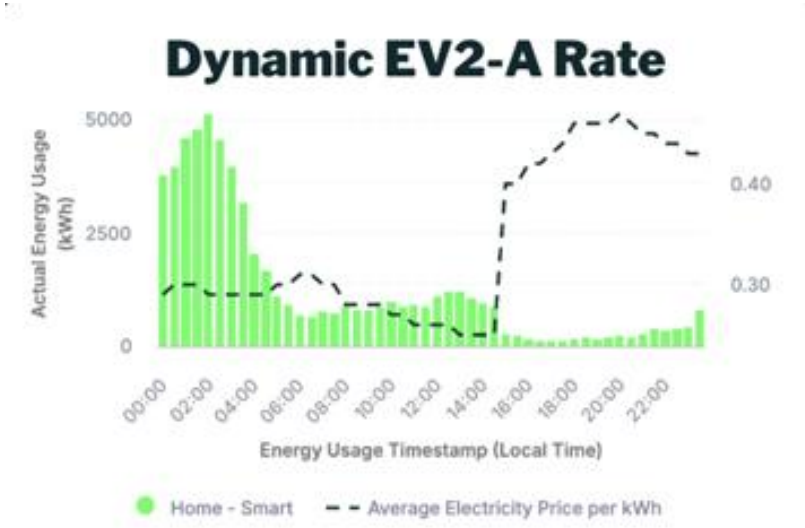
GridShift Program

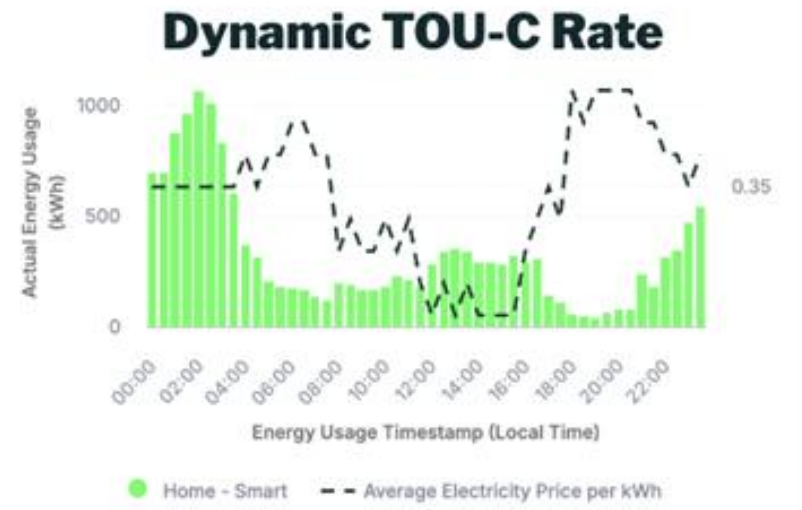
- **2,000+** EVs reached
- **83** EV charger rebates issued
- **251** seasonal events called
- **$76/year** avg. bill savings per participant
- **248 lbs CO2/year** reduced per participant
- Tool to manage res. time-of-use charging
- Summer readiness
- Customer engagement
  - SVCE brand awareness
  - Satisfaction with automation, events, access to historical data
  - Tested incentive structures, learnings

ChargeWise Pilot Accomplishments

ChargeWise Pilot

- **250+** EVs reached
- **$9/month** avg. dynamic rewards per participant
- Limited cohort size; high interest & enrollment
- Strategic outreach to customers in disadvantaged communities
- Novel rate design and learnings
- Streamlined rewards process
- Incrementally shifted charging further toward off-peak, daytime hours





Findings & Conclusion

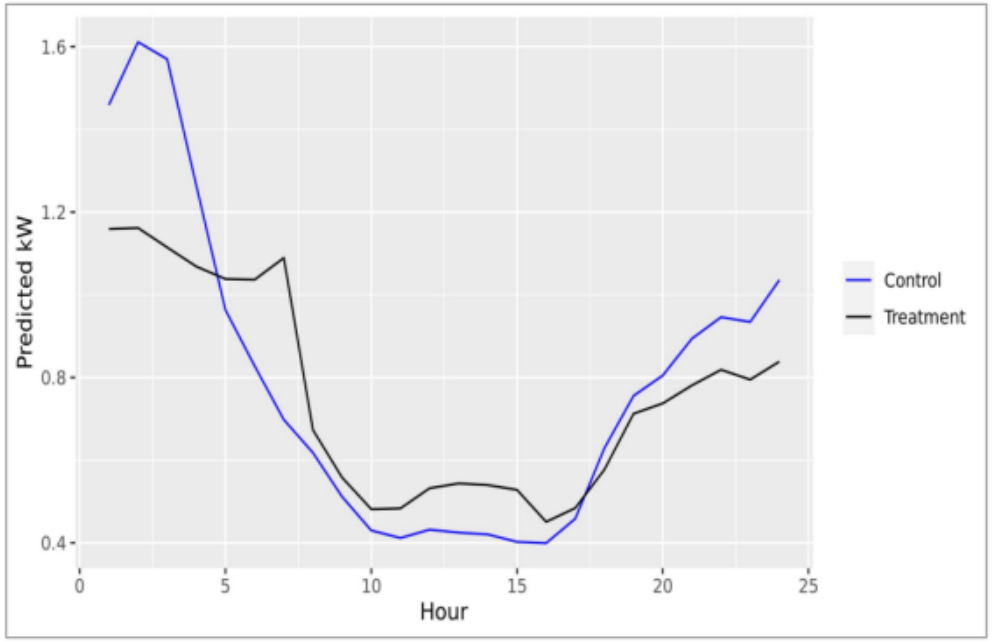
Time-of-Use rates already a strong signal for charging outside of the peak

- Remaining off-peak load isn't very large – limiting financial value to SVCE
- Cost per EV exceeded value per EV for SVCE

Competing OEM and utility managed EV charging platforms

Promoting daytime charging has more value to SVCE – app was able to shift some but not much, due to "ready-by" time constraints

Figure 2-5 Annualized Load Shape for Treatment 1 (Steady State)



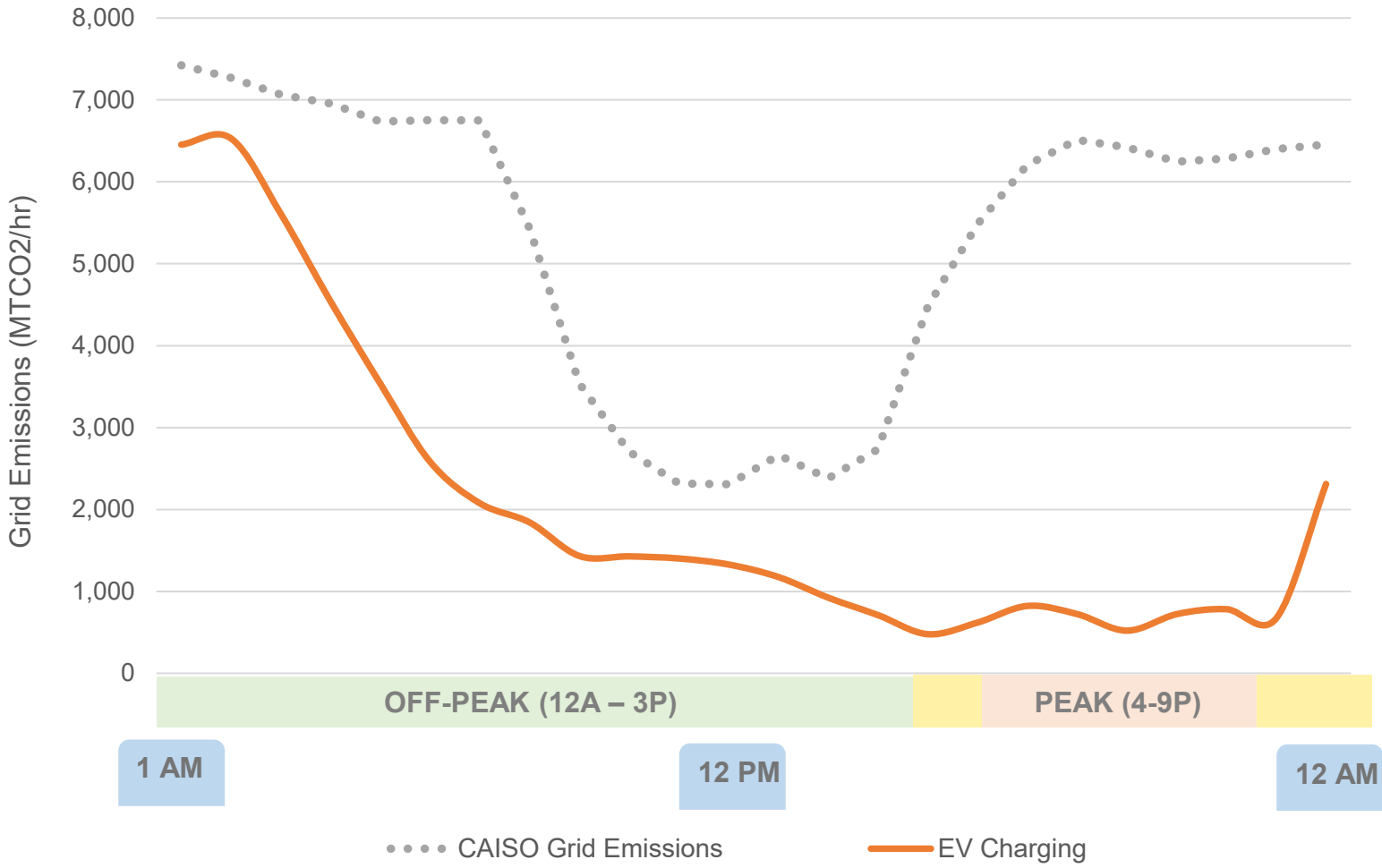
Conclusion: Contract and budget ended for GridShift as of 12/31/2025

Key learning: EV customers didn't have an incentive to shift charging to daytime; do want more rate options.

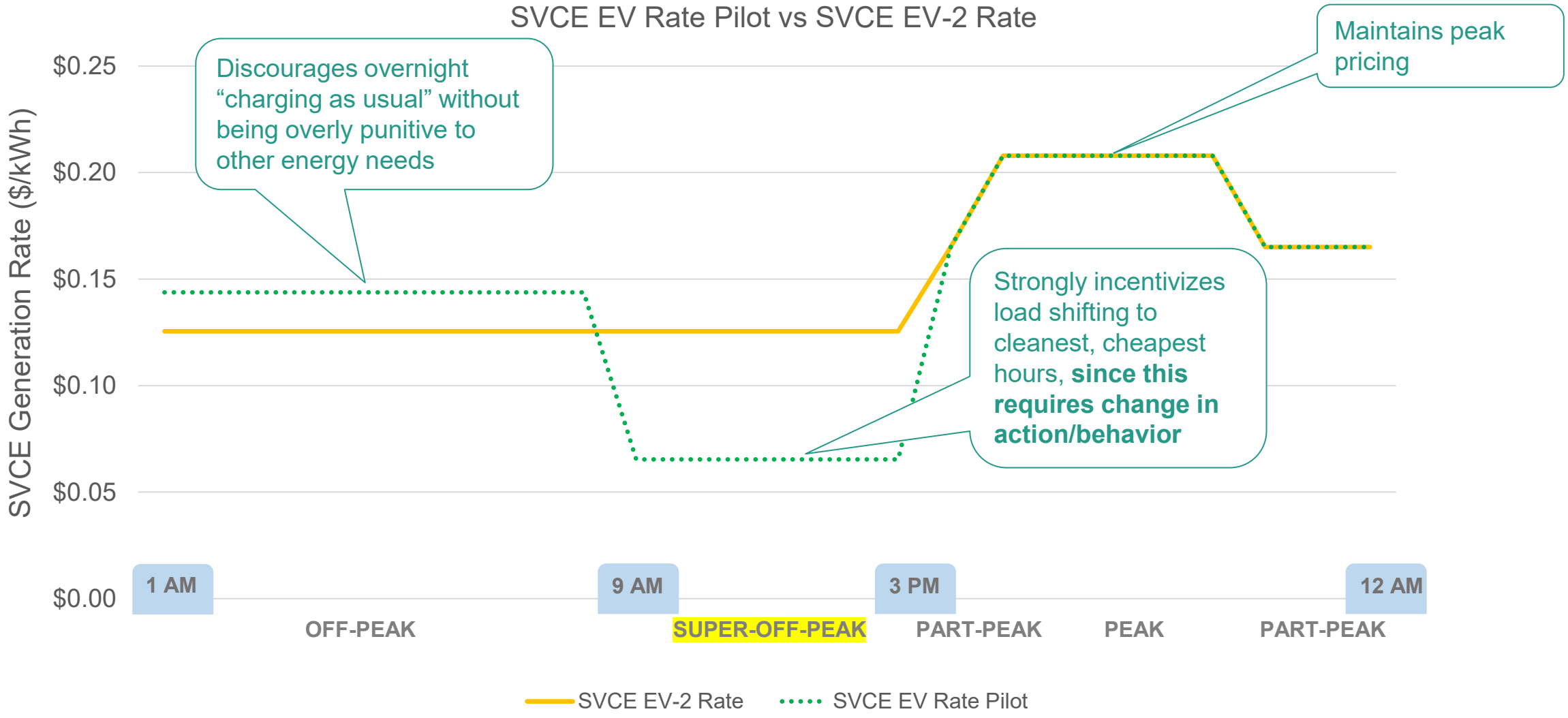
Current TOU rate structures have successfully pushed charging out of peak, to overnight.

Grid emissions and electricity costs are lowest during daytime hours.

Opportunity: introduce a new rate pilot to better align TOU signals with emissions and costs (daytime).



SVCE EV Rate Pilot – an improved Time-of-Use structure to incentivize daytime charging.



Examples of what the SVCE EV Rate Pilot Program would look like for customers

-$

Meet Sal

- Sal drives an EV
- Signs up for New EV Rate
- Sal makes *no changes* and continues to charge only overnight

Sal loses $25/yr

$$$$

Meet Leo

- Leo drives an EV
- Signs up for New EV Rate
- Leo charges between 9a-3p once out of every 4 times they charge

Leo saves $55/yr

$$$$$$

Meet Jack

- Jack drives an EV
- Signs up for New EV Rate
- Jack charges between 9a-3p at least half the time he charges

Jack saves $140 - $270/yr

This is an optimal time to add this EV Rate Pilot Program while the E-ELEC 2.0 Rate Pilot Program is being set up.

E-ELEC 2.0 Pilot Rate *(previously approved, coming Q2 2026)*

- Residential customers
- **Must own two heat pumps (both space and water heating)**
- With or w/o solar
- With or w/o EV

Estimated qualifying customers: ~5k

$3.5M budget; $1M for admin (billing setup, M&V, and marketing).

EV Pilot Rate *(proposed today)*

- Residential customers
- **Must own an EV**
- With or w/o solar

Estimated qualifying customers: ~45k

+$1.5M budget; $0.2M for additional admin if launched in parallel.

Learning Objectives

- How much charging can be shifted?
- Do other home loads get shifted?
- What price signal is needed to change behavior?
- What level of value does SVCE realize?
- How would we design this rate to be scalable, clear, and still drive action?

Timeline

May 2025	Board approves E-ELEC 2.0 Rate Pilot Program with a budget of $3.5M.
Jan 2026	Seek Board approval to establish SVCE EV Rate Pilot.
Q1 2026	E-ELEC 2.0 and SVCE EV Rate Pilot Programs setup: billing system, data management, performance tracking, enrollment process, marketing and communications.
Q2 2026	Launch of E-ELEC 2.0 Rate Pilot Program and EV Rate Pilot Program. Complete evaluation of GridShift program & ChargeWise Pilot.

Recommended Action

Adopt Resolution 2026-03 Approving Establishing the SVCE EV Rate Pilot Program with a budget of $1.5M.

Staff will return with final pilot rate numbers for approval in Q1 2026, on consent, before the pilot launches.

APPENDIX

Our E-ELEC 1.0 Rate Pilot taught us a lot, especially about EV owners.

80% of E-ELEC 1.0 participants were EV owners interested in better rate options.

E-ELEC 1.0 Key Takeaways:

- Customers were **motivated** to “do the right thing.”
- Customers were willing to **shift energy** throughout the day to lower bills and reduce emissions.
- **54% of customers work from home at least 4 days per week**, implying many our customers could take advantage of daytime charging.

Reducing admin costs by launching parallel to E-ELEC 2.0 pilot program

E-ELEC 2.0 Rate Pilot: $3.5M *(approved)*

- Customer Discounts - $2.5M
- *Administration - $1M*
  - *Billing Setup & Support*
  - *Contingency*
  - *Measurement & Verification*
  - *Marketing, Communication & Education*

EV Rate Pilot Program: $1.5M *(proposed)*

- Customer Discounts - $1.3M
- Administration - $0.2M

If designed and implemented with ELEC 2.0 Rate Pilot

Benefits:

- Supports enrollment of up to **5,000 customers** over 3 years
- **$1.3M** in direct **customer bill savings (incentive)**
- Integrate into existing SVCE electrification programs
- Inform future SVCE rate design

One clear, simple message: “Charge during the daytime when prices are lowest.”

SVCE generation rate discount relative to PG&E			SVCE EV-2	SVCE EV Rate Pilot
Winter	Super-Off-Peak	9a-3p	-1%	**-50%**
	Off-Peak	12-9a	-1%	**+10%**
	Partial-Peak	3-4p & 9p-12a	-1%	-1%
	Peak	4-9p	-1%	-1%
Summer	Super-Off-Peak	9a-3p	-1%	**-50%**
	Off-Peak	12-9a	-1%	**+10%**
	Partial-Peak	3-4p & 9p-12a	-1%	-1%
	Peak	4-9p	-1%	-1%

Notes:
1. Negative means “cheaper than PG&E”, positive means “more expensive”.
2. SVCE EV Rate Pilot discounts reflect anticipated discount based on current design. Finalized rates will be brought back to the Board for approval after adoption of the rate pilot program.

Comparing total bundled rates ($/kWh, including T&D) puts our discounts into perspective

			SVCE EV-2	SVCE EV Rate Pilot
Winter	Super-Off-Peak	9a-3p	$0.30	$0.24
	Off-Peak	12-9a	$0.30	$0.32
	Partial-Peak	3-4p & 9p-12a	$0.47	$0.47
	Peak	4-9p	$0.48	$0.48
Summer	Super-Off-Peak	9a-3p	$0.30	$0.24
	Off-Peak	12-9a	$0.30	$0.32
	Partial-Peak	3-4p & 9p-12a	$0.50	$0.50
	Peak	4-9p	$0.60	$0.61

Note:
1. SVCE EV Rate Pilot reflects anticipated rates based on current design. Finalized rates will be brought back to the Board for approval after adoption of the rate pilot program.

Transportation Electrification Programs Budget Reallocation

Nupur Hiremath, Manager of Decarbonization Programs
Hannah Gustafson, Programs Lead

January 14, 2026

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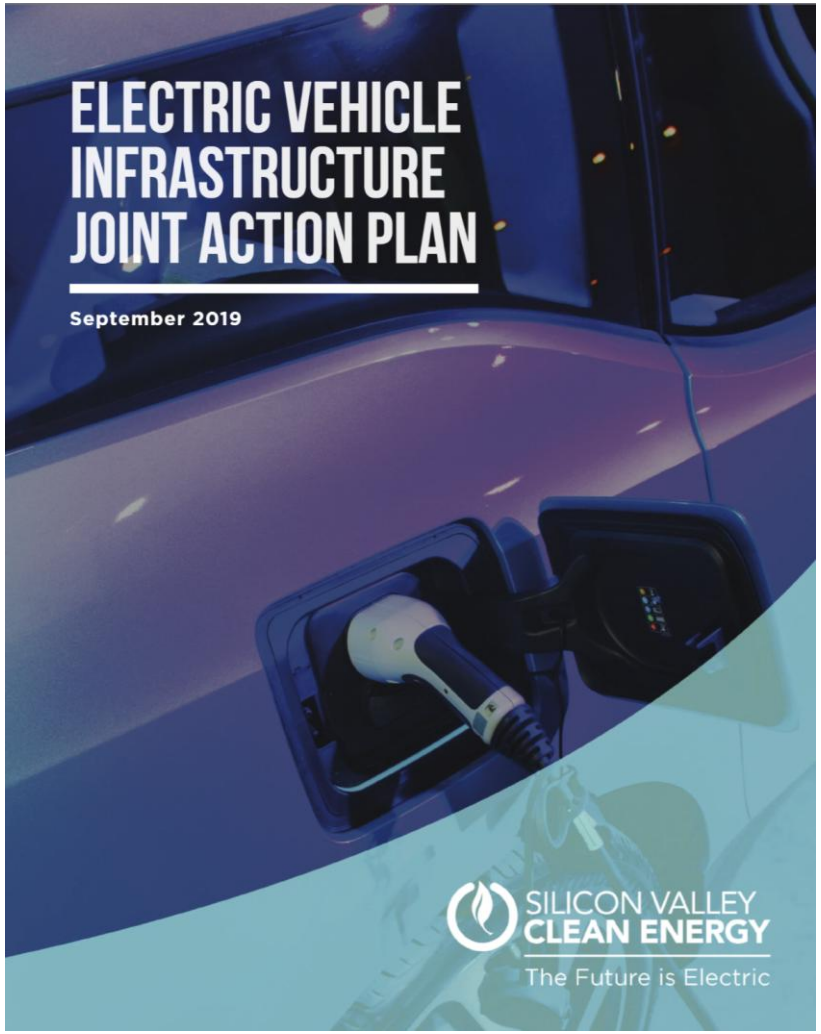
Today's Agenda

- Transportation programs overview and learnings
- Staff recommendation for budget reallocation to scale core programs

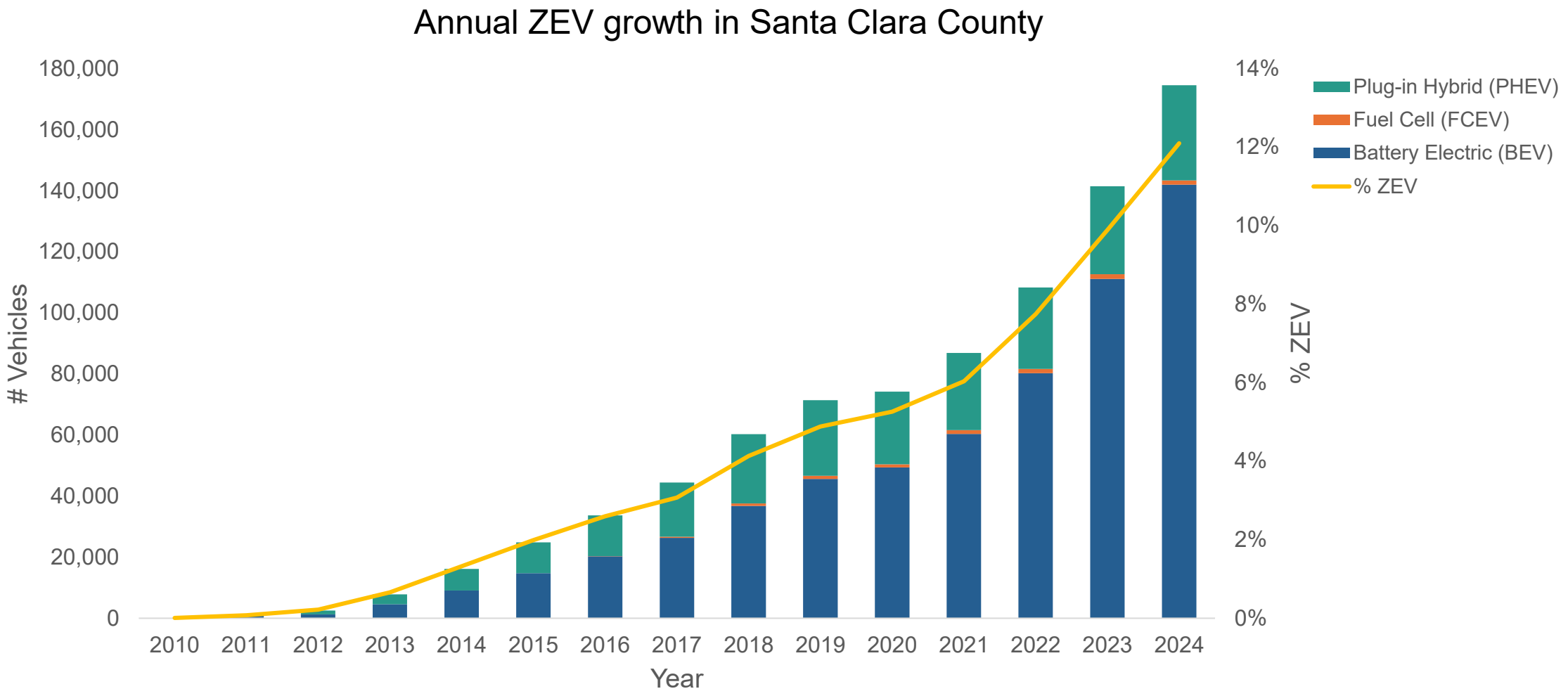
SVCE EVI Joint Action Plan (2019)

- Focus on multifamily, workplace, fleet, and public charging
- To date, SVCE has implemented all planned programs (and more)



Full Plan

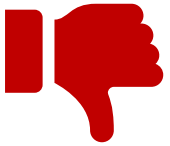
EV Landscape has evolved since 2019



California Energy Commission (2025). Light-Duty Vehicle Population in California. Data last updated April 30, 2025. Retrieved June 9, 2025 from https://www.energy.ca.gov/zevstats

EV Landscape has evolved since 2019

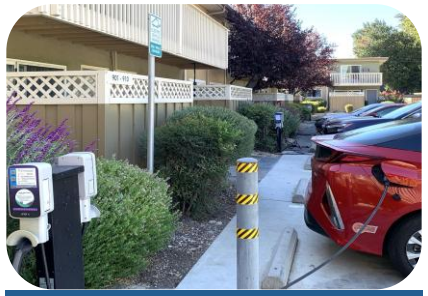
- EVs grew to **13+%** of cars in county[1]
- EVs hit **46%** of new car sales in Q3 2025[2]
- CA public charging stations have grown **5X**[3]
- Explosion in EV models available
- State EVI building codes align with reach codes



- Federal policy headwinds for EVs
- Federal tax credits came and went
- CA behind on charging goal (20% of 2030 goal)
- Upfront cost remains barrier for mass adoption
- High charging costs for multifamily residents

[1] California Energy Commission (2025). Light-Duty Vehicle Population in California. Data last updated April 30, 2025. Retrieved June 9, 2025 from https://www.energy.ca.gov/zevstats
[2] California Energy Commission (2025). New ZEV Sales in California. Data last updated September 30, 2025. Retrieved October 13, 2025 from https://www.energy.ca.gov/zevstats.
[3] California Energy Commission (2025). Electric Vehicle Chargers in California. Data last updated February 5, 2025. Retrieved September 24, 2025 from https://www.energy.ca.gov/zevstats

SVCE Transportation Electrification Programs



EV Charging Rebates

New Construction Affordable Housing EV Charging Rebates

EV Rebates

Multifamily Retrofits

Fleet Electrification Planning

Program Types

- Incentive
- Technical assistance
- Direct install
- Closed

Innovation Onramp

E-Bikes (coming 2026!)

CALeVIP

Fast Charging Incentives

EV Charging Technical Assistance

Program Impacts by the Numbers

330
EV Rebates Paid

40
Multifamily Sites with EV Charging

622
Level 1 or 2 Chargers Installed

34
DC Fast Chargers Installed

15
Public fleets receiving electrification planning support

112
Properties received EV charging technical assistance

287
Level 1 or 2 Chargers in pipeline

Data as of 12/15/25

A Few Program Learnings

1. Rebates and assistance drive EV charging installations

- Project costs are the top barrier, and rebates are needed
- Property owners value guidance on cost-saving strategies, project scoping, billing management, and finding installers
- **CONTINUE**

Park Plaza (155 units) in Mountain View installed 22 Level 2 EV chargers in 2023.

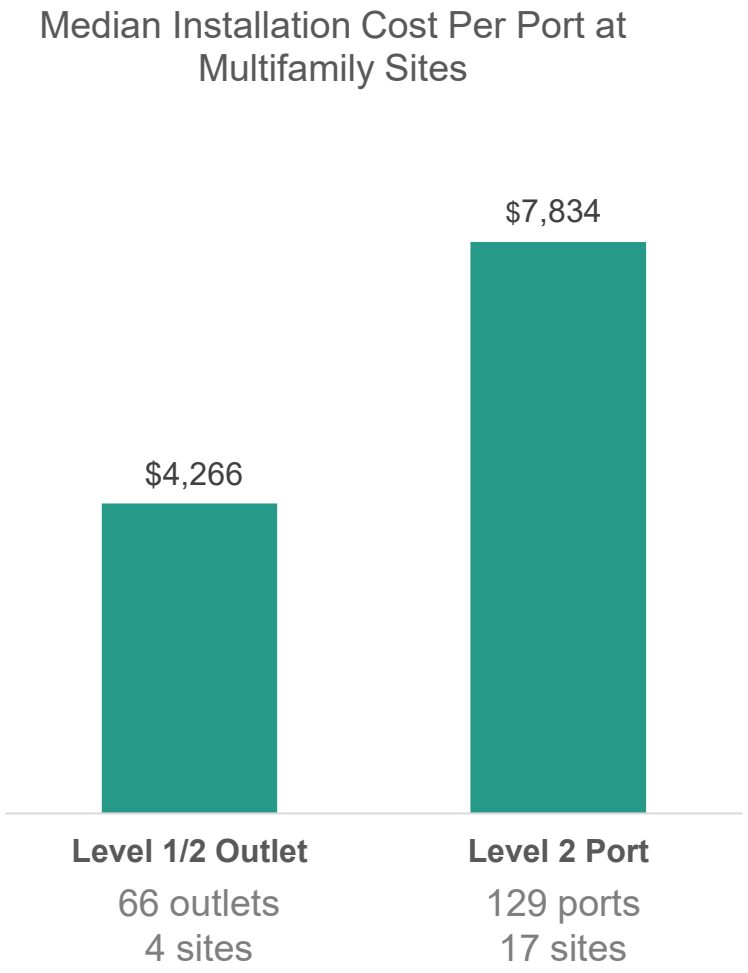
All 22 chargers are reservable by tenants and the public.

Mike, the property manager, worked with EVmatch to stack incentives to help fund this project.

2. Right-sizing EV charging can reduce project costs and serve most daily driving needs

- Lower power solutions have lower costs
- These solutions can charge 30-50 miles overnight
- Multifamily residents:
  - ~66% drive <25 miles/day*
  - ~90% drive <50 miles/day*
- **CONTINUE**

Examples of outlet-based solutions from GoPowerEV and Pando Electric

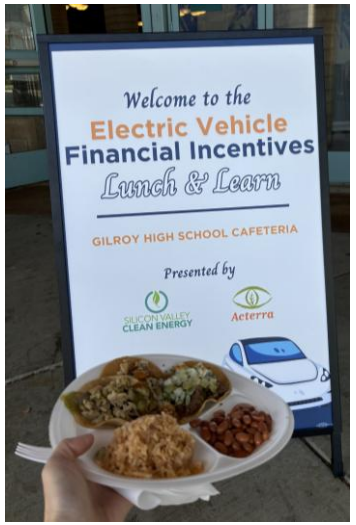


*Based on SVCE program data

3. Education is Key to Scale Adoption

- Engagement, outreach, and tailored education help reach new audiences and overcome barriers, for both vehicles and charging
- **CONTINUE**

Multifamily Property Owner EV Charging Lunch and Learn, July 2025



Tax Credit Webinars, Aug-Sept 2025

EV Financial Incentives Lunch and Learn in Gilroy, Nov 2024

4. Fast Charging is growing with external investments

- 8 DCFC ports installed near multifamily through Fast Charging Incentives program
- DCFC in Santa Clara County has grown 3x in 5 years
- **MOVE AWAY FROM, FOR NOW**

Decided not to pursue another round due to:

1. External public and private investment in DCFC market
2. Challenges during implementation
3. Continued focus on multifamily resident charging opportunities to complement DCFC growth

5. New Construction Affordable Housing program hasn't seen much uptake

- Launched in 2023
- Intended to support EV reach codes
- Only 1 application to date
- **RELEASE FUNDS TO BROADER POOL**

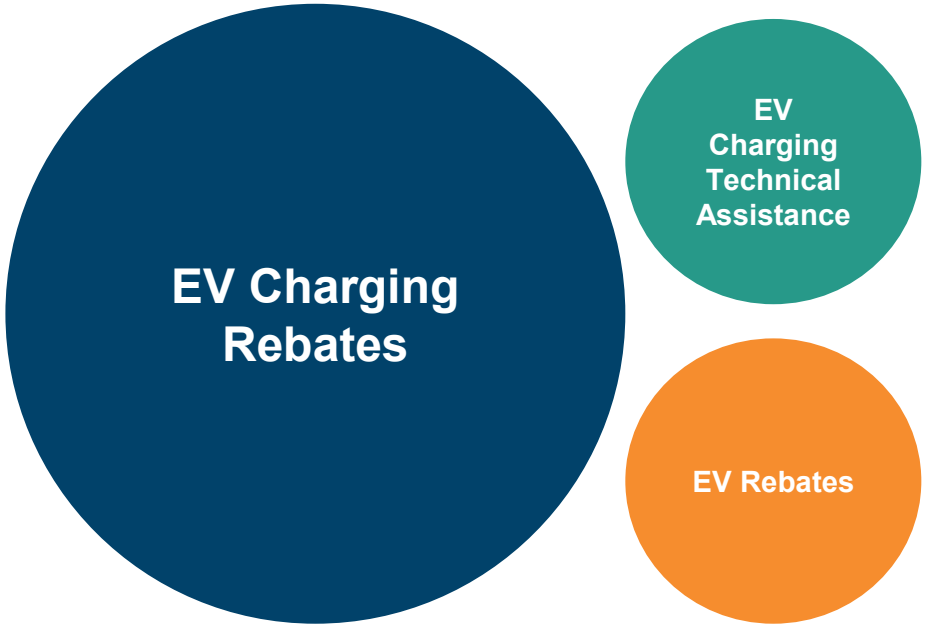
Decided broaden program beyond new affordable housing due to:

1. Developers have long and challenging timelines; focused on broader project financing
2. State codes have caught up to local EV charging reach codes
3. SVCE does not anticipate most funds will be spent as allocated

Budget Reallocation Recommendation

Three changes, to scale impact

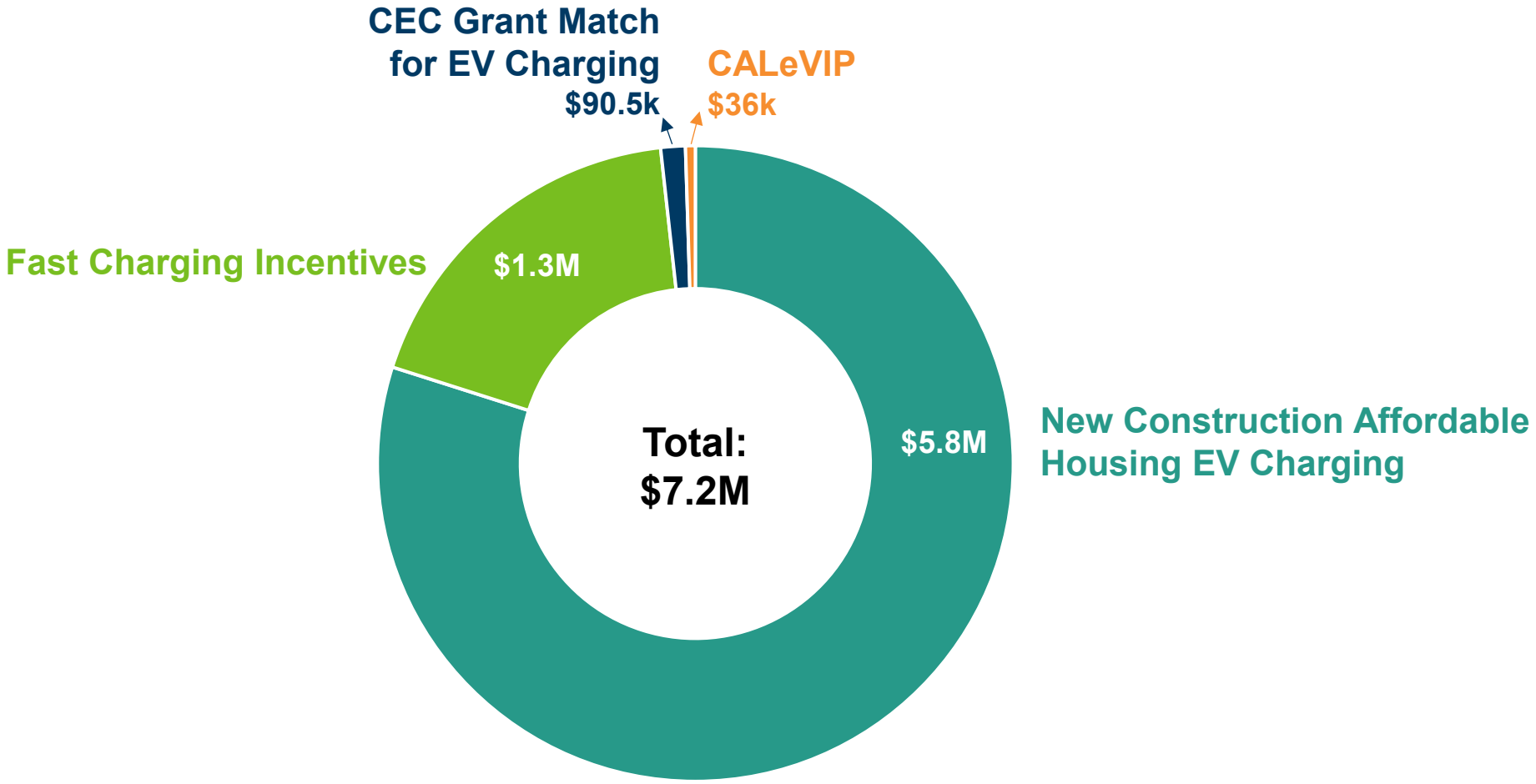
Reallocating $7.2M in unspent TE funding to scale existing core EV charging and EV programs.



Key Proposed Changes:

- Relaunch improved technical assistance program focused on right-sizing solutions
- Expand EV charging rebates to add workplace and public charging eligibility
- Add funding for more EV rebates and increase educational engagement

Where does the $7.2M come from?



$7.2M comes from <u>current program budgets</u> that have closed or are unlikely-to-be-spent

New Affordable Housing will continue to receive EV Charging Rebates from SVCE, if they apply

Current Budgets (2022-2025)

New Construction Affordable Housing EV Charging Rebates

- **$5.8M*** exclusively for new construction affordable housing
- Support reach code compliance

*A portion of these funds would be reallocated to other TE programs

Multifamily EV Charging Rebates

- **$3.9M** available for:
  - Existing market-rate
  - Existing affordable

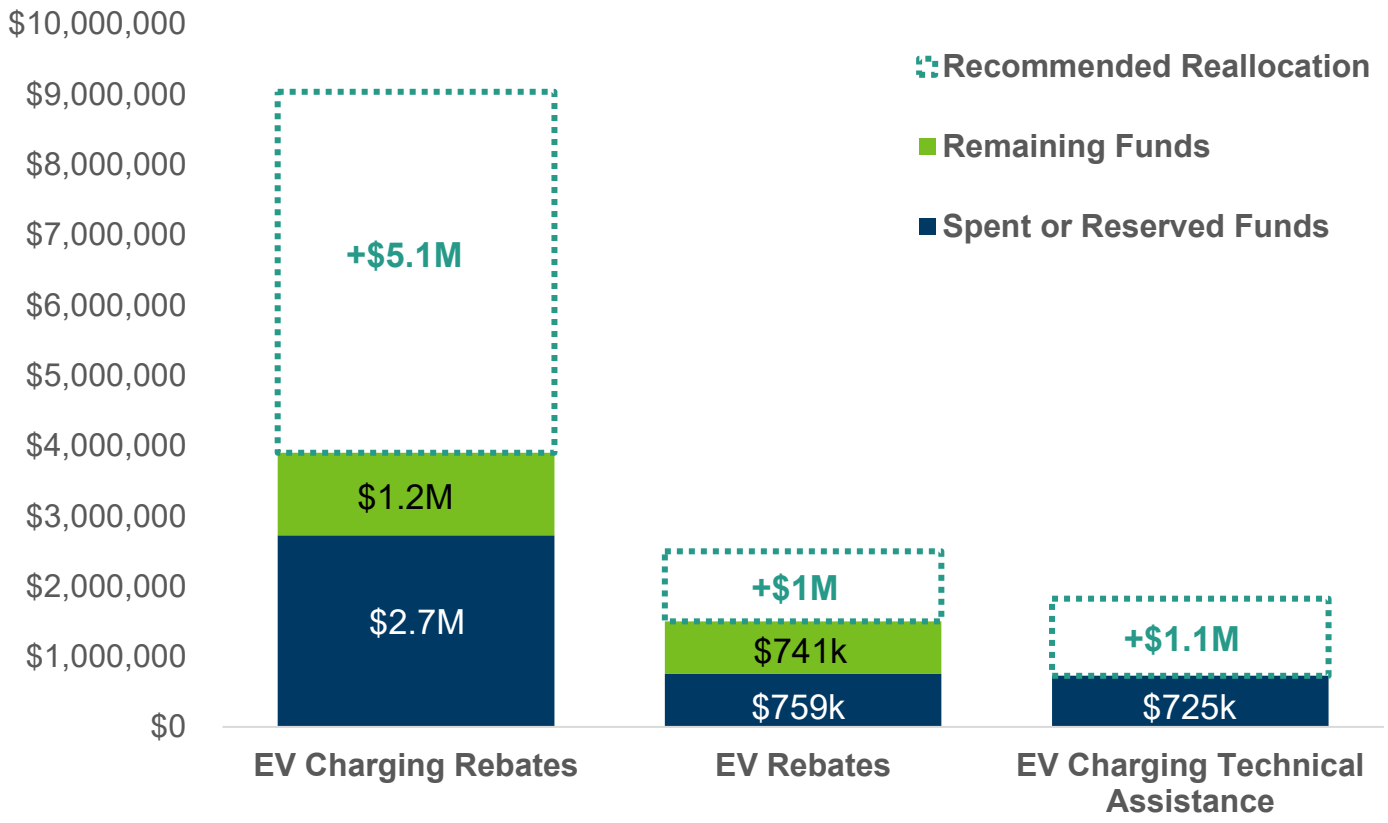
Future Budget (2026 onwards)

EV Charging Rebate Program

- **$9.04M** available for multifamily properties, including:
  - Existing market-rate
  - Existing affordable
  - New affordable
- Single budget for all eligible site types available first come, first served.

Core Program Budget Recommendation

Proposed budgets after $7.2M addition:



Impact of Reallocated TE Funds

+$1.1M

Charging Technical Assistance 2.0

- Offer customized TA to recruit, advise, and connect to rebates and installers

Support 200+ sites

+$5.1M

EV Charging Rebates

- Expand and scale EV charging installations for multifamily, workplaces, and public charging.

Adds ~50-100+ sites
~900-2,000+ chargers

+$1M

EV Rebates & Education

- Continue to support equitable EV adoption with income-qualified rebates and education

Adds ~450 EV rebates,
~10 educational events

Request

Staff and the Executive Committee recommend the Board approve the Transportation Electrification Program Budget Reallocation of $7.2 million in unspent funds as follows:

- Charging Technical Assistance: add $1.1 million;
- EV Charging Rebates: add $5.1 million; and
- EV Rebates and Education: add $1 million

SILICON VALLEY CLEAN ENERGY

Questions?

Appendix

Total TE Budget Change Summary

Program	Total Budget	Remaining Unspent Funds	Recommended Budget Change	New Recommended Total Budget	Description
EV Charging Rebates	$3,900,000	$1,175,085	**+$5,135,141**	$9,035,141	Add $5.1M
EV Charging Technical Assistance	$725,000	$0	**+$1,100,000**	$1,825,000	Add $1.1M, relaunch
EV Rebates	$1,500,000	$741,185	**+$1,000,000**	$2,500,000	Add $1M
Multifamily Retrofits	$1,000,000	$1,000,000	$0	$1,000,000	No change
Fleet Electrification	$512,000	$75,000	$0	$512,000	No change
E-bike Rebates	$500,000	$500,000	$0	$500,000	No change
Innovation Onramp Pilots	$327,725	$327,725	$0	$327,725	No change
MTC Grant Match	$204,569	$204,569	$0	$204,569	No change
CFI Grant Match	$1,500,000	$1,500,000	$0	$1,500,000	No change
EVMatch CEC Grant	$75,000	$16,500	($16,500)	$0	Closed
CALeVIP	$2,500,000	$36,000	($36,000)	$0	Closed
Ecology Action CEC Grant	$100,000	$74,000	($74,000)	$0	Closed
Fast Charging Incentives (Priority Zone DCFC)	$1,875,000	$1,327,210	($1,327,210)	$0	Closed
New Construction Affordable Housing EV Charging	$5,795,431	$5,781,431	($5,781,431)	$0	Merge with EV charging rebate program
TOTAL	**$20,514,725**	**$12,758,705**	**$0**	**$17,404,435**	

$2,000 EV Rebate

For income-qualified residents

Learn more: **svce.info/evrebate**

Get an instant rebate
At a participating dealership.
Or, apply post purchase.

Any EV or plug-in hybrid eligible
New or pre-owned, purchased or leased. <$55k cash price.

Income qualifications apply
<80% Area Median Income ($159,550 for 4-person household)

Multifamily EV Charging Incentive Programs

Receive Incentives Up to $100,000

First come first served, while funds last

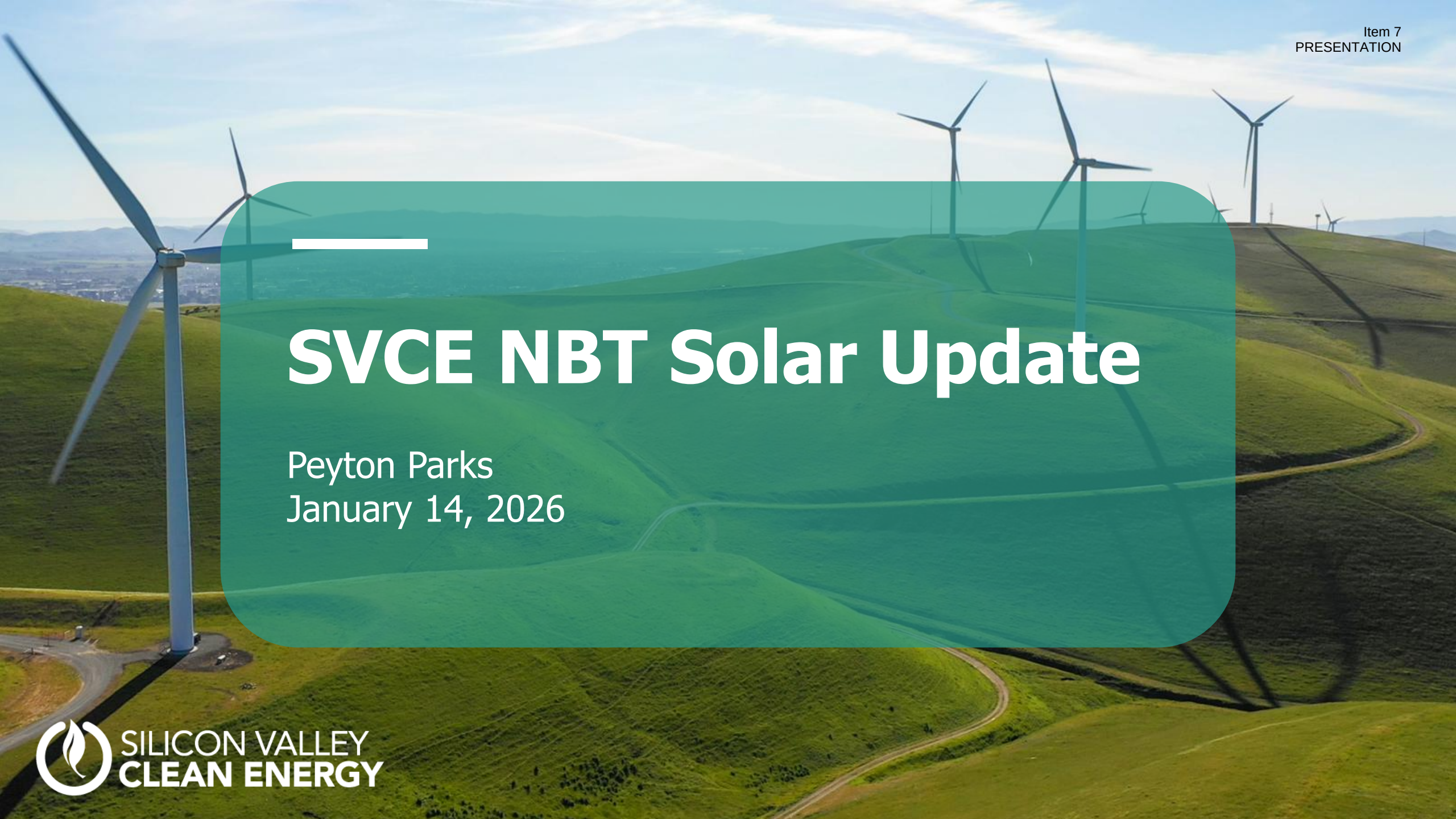
Offset the cost of installing EV chargers at your multifamily residence. Must reserve incentives *before* installation.

Get Help Planning Your Project with Free Technical Assistance

Closed June 2025

- Site assessment
- Charger options and site layout
- Contractor solicitation
- Project management
- Permitting support
- Financial incentives/rebate applications

svce.info/mfcharging



SVCE NBT Solar Update

Peyton Parks
January 14, 2026

SILICON VALLEY CLEAN ENERGY

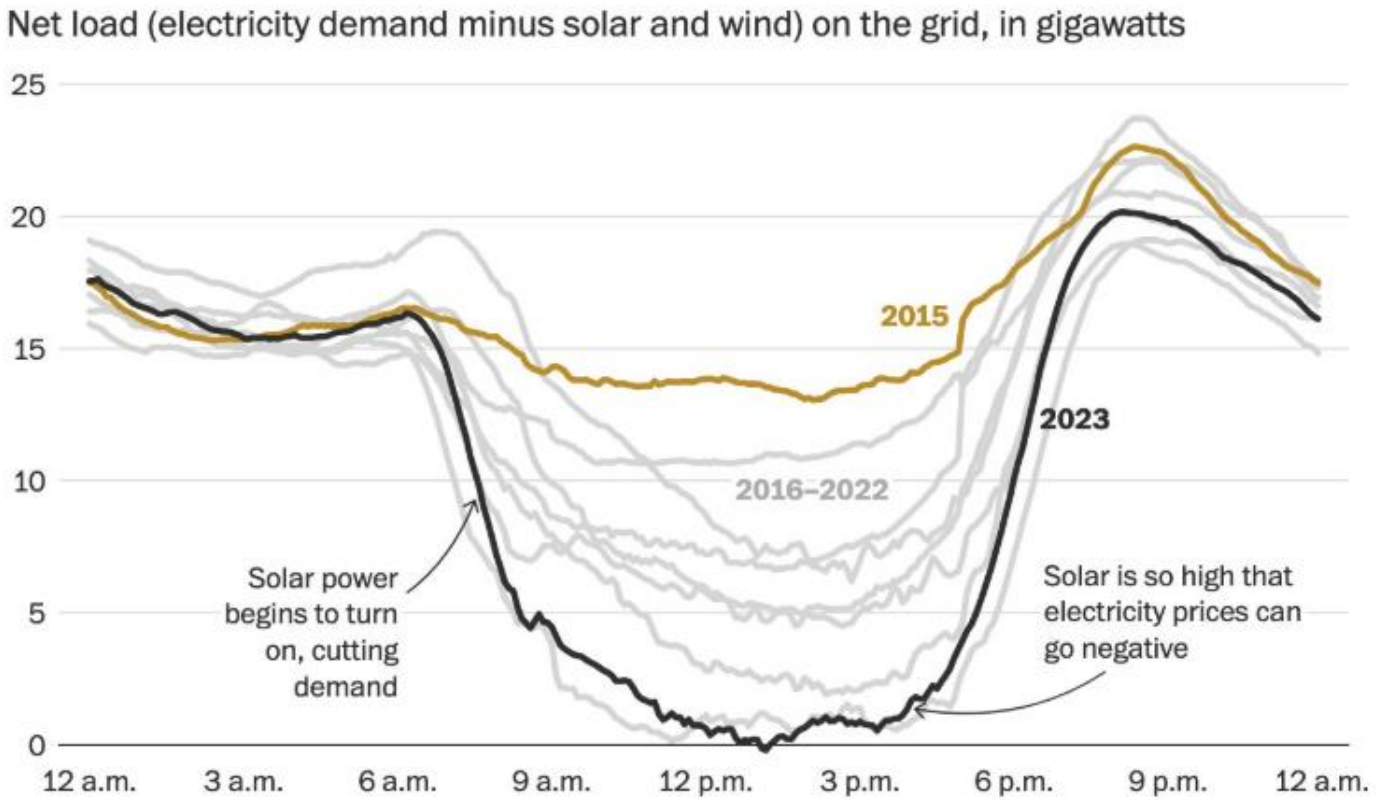
Agenda

- **Background: Recent Solar Policy Decisions**
- **NEM, NEM 2.0, and Net Billing Tariff**
- **NBT First Year Performance**
- **Solar Landscape Look-Ahead**

Key Terms

- **NEM –** Net Energy Metering
- **NEM 3.0** – Colloquial term for Net Billing Tariff
- **Net Billing Tariff (NBT)** – PG&E and SVCE internal terminology
- **Solar Billing Plan (SBP)** – Customer-facing term used for bill presentment

Reminder: NEM 1 and 2 were designed to help grow the solar industry



- 1:1 Retail Net Metering – no incentive to self-consume or store energy.
- Reduces both Generation and Transmission & Distribution charges.
- Resulted in a cost-shift to non-solar customers.
- Net Billing Tariff was designed to correct for these features.

Key Differences NEM 2.0 vs Net Billing Tariff

Feature	NEM 2.0	Net Billing Tariff
Rate Requirement	Any TOU Rate	E-ELEC
Export Compensation	Retail	Hourly
Average System ROI	6 Years	9 Years*
Greatest Customer Value	Export, Self-Consumption	Self-Consumption

*When paired with storage

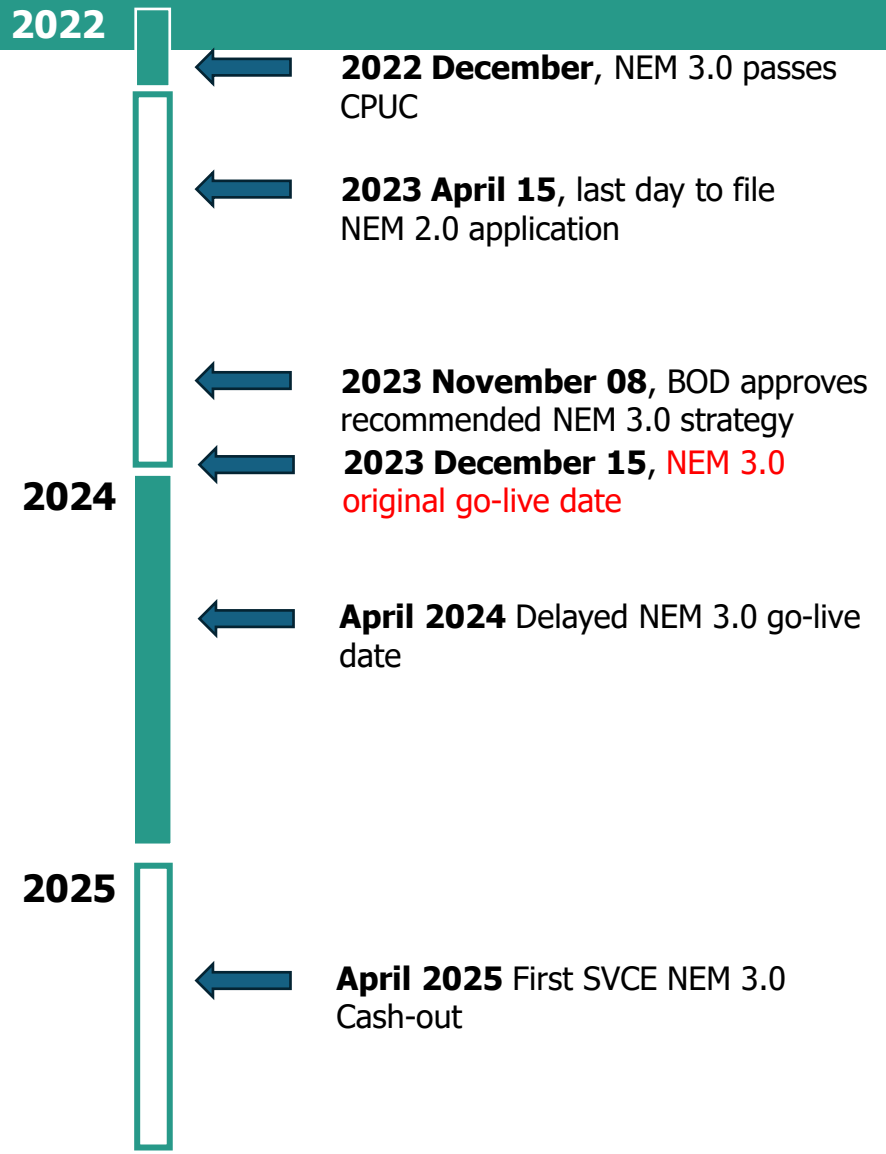
NBT Design Background

- Make solar more equitable by correcting the cost-shift to non-solar customers.
- Align exported energy value with grid value.
- Encourage electrification, self-consumption, and battery storage rather than exports to grid.
- SVCE's position was that NBT was 'directionally correct.'

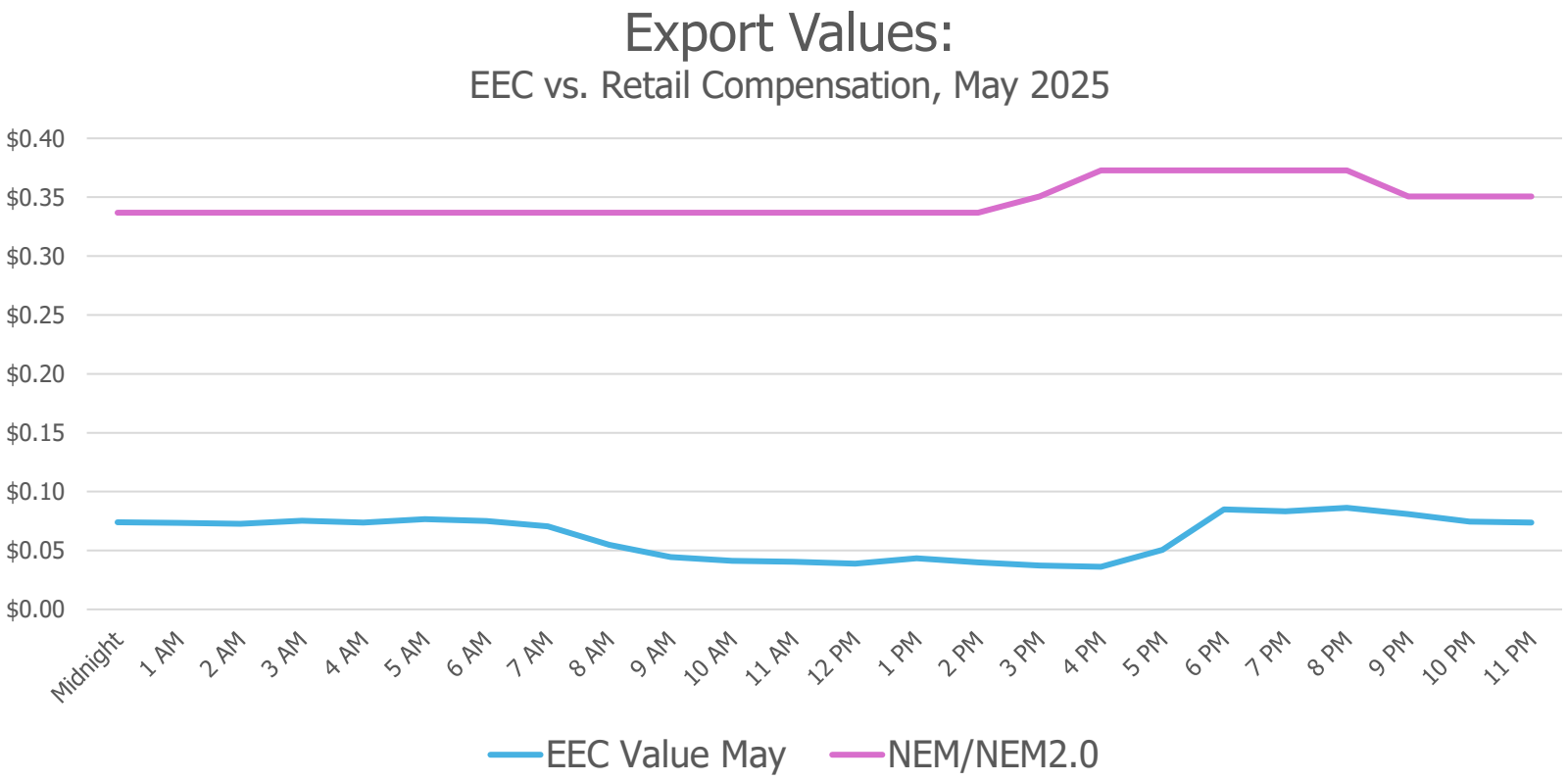
Timeline of Net Billing Tariff Rollout

Highlights

- SVCE BOD voted to create CPUC-aligned Net Billing Tariff to support solar customers into the future.
- Follow PG&E export pricing and billing structure.
- NBT implementation experienced delays due to PG&E billing system updates.
- April 2025: SVCE customers on NBT experienced their first annual cash-out.
- SVCE staff were to monitor impacts and return with any recommendations.



NBT Export Compensation



Retail Comp – NEM 1.0/2.0

- The value of solar exports under previous versions of NEM; at or very near 1:1

EEC – Energy Export Credit

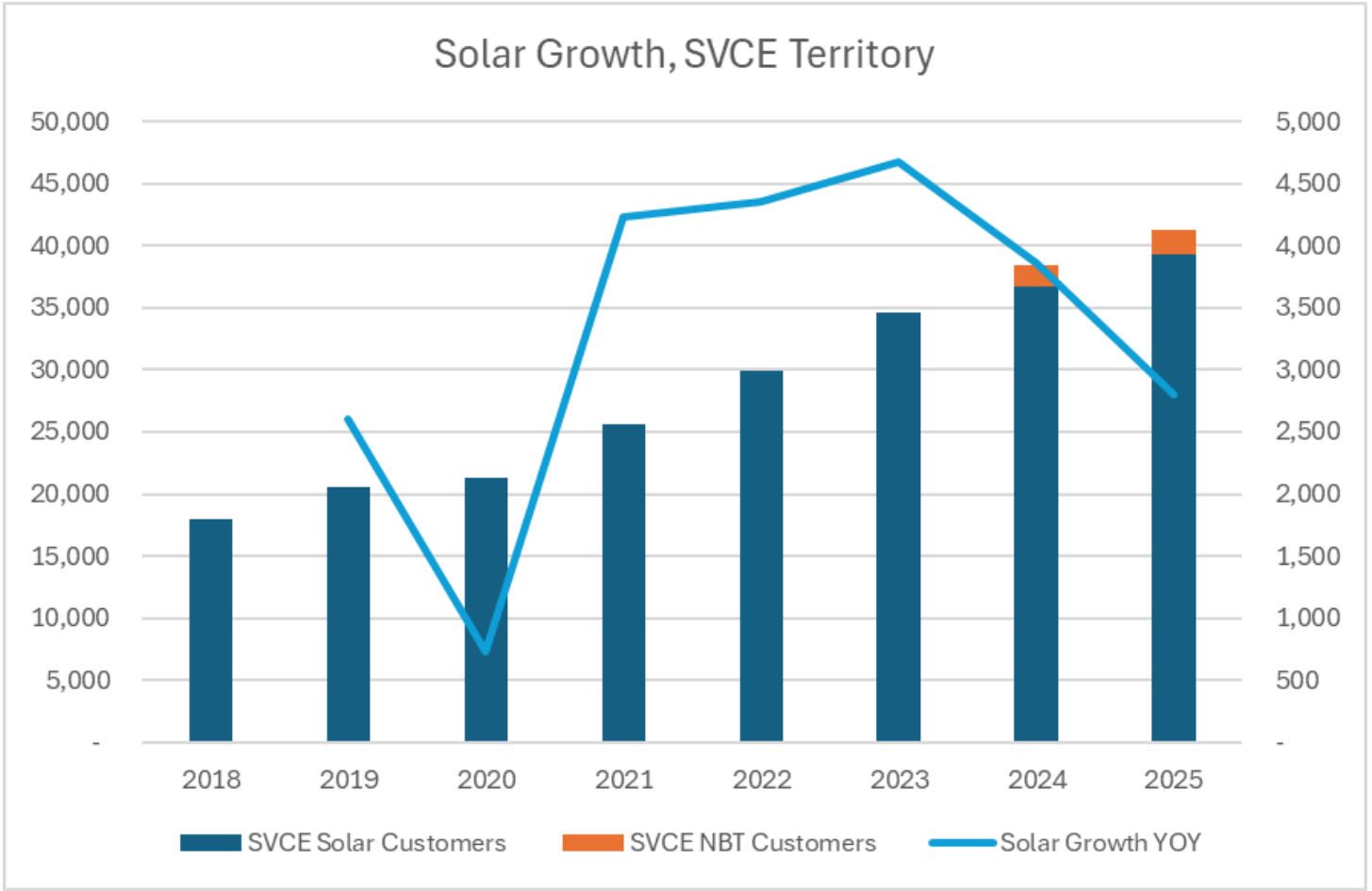
- The hourly value of NBT customers' solar exports

Total Solar Program Performance

	NEM and NEM 2	Net Billing Tariff
Total Enrolled Customers	**39,616**	**2,730**
Total Net Generators	**9,461**	**780**
Total Compensation to Net Generators	**~$1,300,000**	**~$44,000**
Average Comp per Net Generator	**~$137**	**~$56**

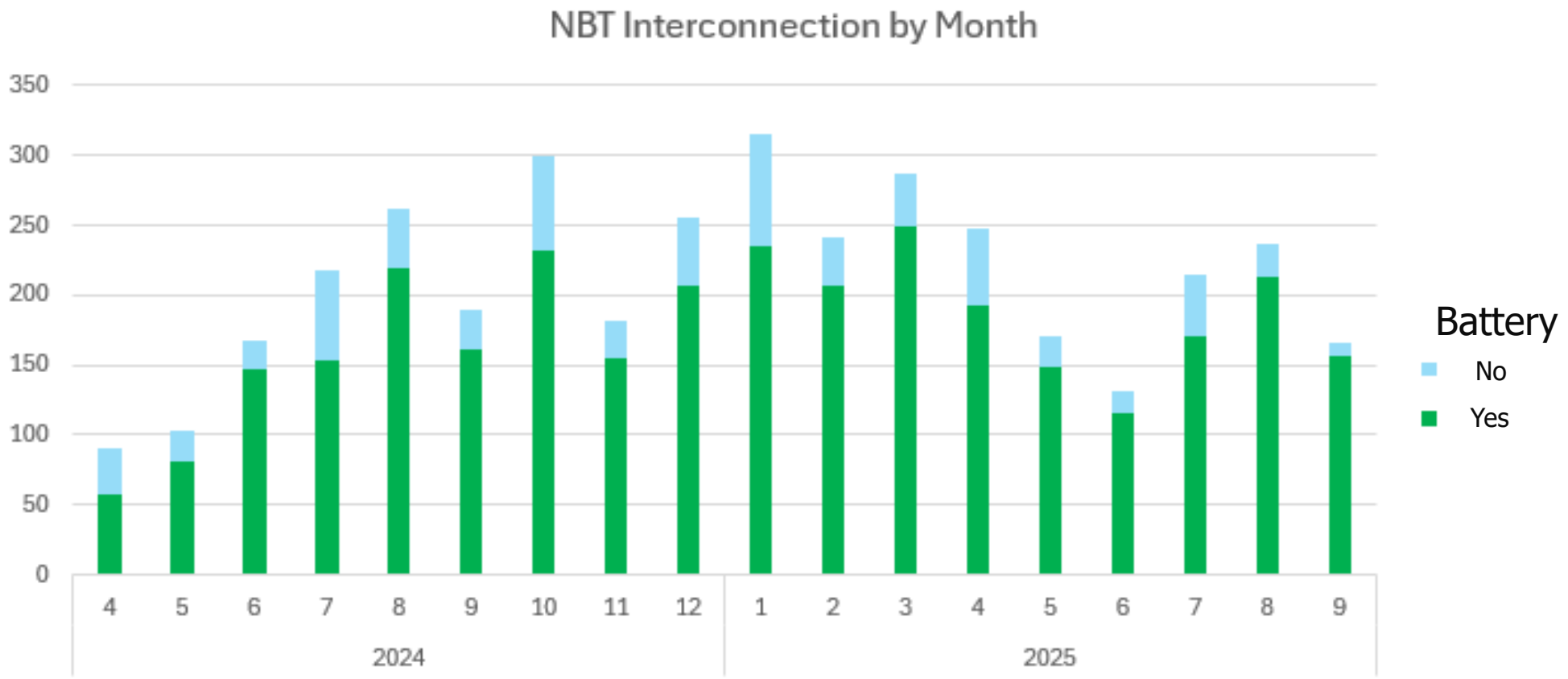
Solar Market Expansion

Total installations in SVCE territory have declined through 2024 and 2025



Storage Market Expansion

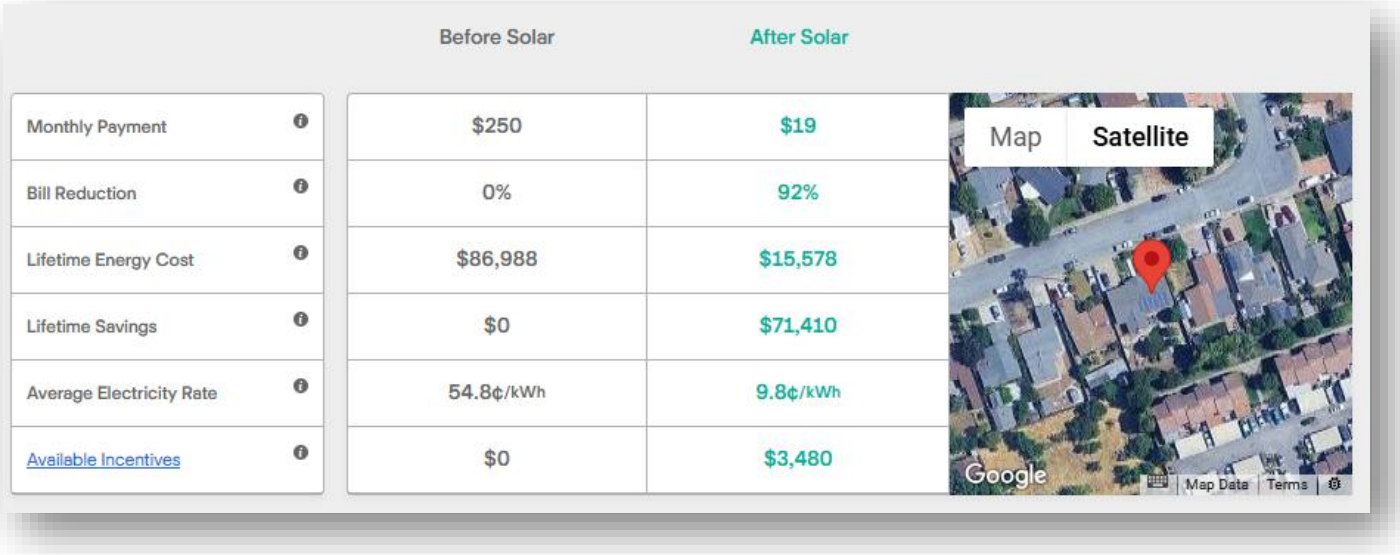
NBT solar installations have been paired with storage at a rate of 83%; prior to NBT attachment rate 15%



SVCE continues to support local installs

Several existing and upcoming efforts.

- Solar + storage assistant on eHub.



- Demand flexibility contract with Lunar – including forthcoming battery rebates.
- Including solar + storage financing through on-bill financing program to test interest.
- Continue to look for opportunities to package with electrification.

But new headwinds exist

SVCE will keep monitoring how this affects local installs.

- Federal tax credit of 30% for owned systems ending as of December 31, 2025.
  - Third-party-owned solar (lease, PPA) continue to qualify until December 2027.
- DSGS, a CEC funded reliability program - and the largest "Virtual Power Plant" in California - did not receive additional funding for 2026 and beyond.
- SVCE has lowered its Net Surplus Compensation payment to 1x PG&E for 2026 and onwards.

Conclusion

- Large spike of installs prior to NBT but currently still seeing growth locally.
- NBT resulted in lower compensation during the year, and lower cash-outs, as expected.
- SVCE is offering several programs to support local installs, especially with storage. This will expand in 2026.
- New challenges also coming that may have big impacts on rooftop solar deployment.
- Staff will continue to monitor and return with updates and new ideas as appropriate.

Questions & Comments

Glossary

- **NEM – Net Energy Metering;** the legacy utility program by which exported solar energy is exchanged for monetary value. In NEM and NEM 2.0 the rate of exchange is at, or very close to, retail pricing.
- **NBT – Net Billing Tariff;** the successor utility program by which exported solar energy is exchanged for monetary value. In NBT, this value changes hourly to reflect wholesale grid pricing. Also referred to as NEM 3.0 or Solar Billing Plan (SBP)
- **EEC – Energy Export Credit;** the hourly value of solar exports under Net Billing Tariff
- **Net Generator –** a customer that produces more solar electric energy than they consume over the course of a full calendar year; SVCE's solar year begins in May and ends in April.
- **TOU Rate –** a utility rate that is, by design, more expensive during the times of the day with peak demand
- **E-ELEC –** a utility rate (PG&E, SVCE) designed to encourage electrification
- **DSGS – Demand Side Grid Support;** a CEC funded reliability program and the largest "Virtual Power Plant" in California