



City of Arts & Innovation

City Council Memorandum

TO: HONORABLE MAYOR AND CITY COUNCIL DATE: NOVEMBER 18, 2025

FROM: PUBLIC UTILITIES DEPARTMENT WARDS: ALL

SUBJECT: TRANSPORTATION ELECTRIFICATION AND ELECTRIFY RIVERSIDE REBATE PROGRAM UPDATES USING LOW CARBON FUEL STANDARD REVENUE FOR A TOTAL OF \$1,500,000 – SUPPLEMENTAL APPROPRIATION

ISSUES:

Receive an update on transportation electrification and approve changes to existing Electrify Riverside rebate programs using Low Carbon Fuel Standard revenue and authorize supplemental appropriations for a total amount of \$1,500,000 from the Electric Fund Low Carbon Fuel Reserve Account.

RECOMMENDATIONS:

That the City Council:

1. With at least five affirmative votes, authorize the Chief Financial Officer, or designee, to record a supplemental appropriation in the total amount of \$500,000 from the Electric Fund, Low Carbon Fuel Reserve Account and appropriate expenditures to the Public Access Electric Vehicle Electrical Infrastructure Rebate Account;
2. With at least five affirmative votes, authorize the Chief Financial Officer, or designee, to record a supplemental appropriation in the total amount of \$1,000,000 from the Electric Fund, Low Carbon Fuel Reserve Account and appropriate expenditures to the Electric Public Transit Program Account;
3. Approve an increase to the additional rebate amount for Sharing Households Assist Riverside's Energy program customers for the Residential Used Electric Vehicle Rebate from \$1,500 to \$3,000 using existing funds in the account for Fiscal Year 2025/26;
4. Approve changes to the Residential Electric Vehicle Charger Rebate including making installation an allowable cost and increasing the rebate amount from \$500 to \$1,500; add an additional rebate for Sharing Households Assist Riverside's Energy program customers in the amount of \$1,000; increase the time-of-use meter rebate amount from \$805 to \$1,000 using existing funds in the account for Fiscal Year 2025/26; and include the associated required permit fees as a reimbursable expense as part of the rebate application; and

5. Authorize the City Manager, or designee, to execute the Electrify Riverside Programs and take all necessary actions required or advisable to implement, administer, fund, and carry out the City of Riverside's responsibilities under the Electrify Riverside Programs, including the ability to make minor and non-substantive changes and to execute future amendments to the Electrify Riverside Programs under substantially similar terms and conditions.

BOARD RECOMMENDATION:

On October 27, 2025, the Board of Public Utilities voted unanimously with Member Montgomery absent to recommend that the City Council receive an update on transportation electrification and approve taking the actions in this staff report of Recommendations 1, 3, 4 with an amended recommendation to include associated required permit fees as a reimbursable expense as part of the rebate application and 5; and followed with a vote of five Yes, two No with Member Montgomery absent to approve taking the action of Recommendation 2 approving changes to existing Electrify Riverside rebate programs using Low Carbon Fuel Standard revenue.

LEGISLATIVE AND REGULATORY HISTORY:

The Low Carbon Fuel Standard (LCFS) Program is one of several programs established by the State of California and the California Air Resources Board (CARB) for the purposes of reducing statewide greenhouse gas (GHG) emissions to 40% below 1990 levels by 2030. These goals were put in place by the California Global Warming Solutions Act of 2006 (Assembly Bill 32 or "AB 32") and the Clean Energy and Pollution Reduction Act of 2015 (Senate Bill 350 or "SB 350"), respectively. The goal of the LCFS Program is to achieve a 20% reduction in the carbon intensity of transportation fuels from a 2010 baseline by 2030.

The LCFS Program is a market-based regulation in which clean transportation fuels earn credits for each metric ton of carbon emissions avoided. Transportation fuel providers with fuels that emit more than the permitted amount in a given year, must turn in credits. Electric distribution utilities (EDUs), like Riverside Public Utilities (RPU), are not required to participate in the program; however, if the utility opts in, the utility will receive credits for the electricity that fuels their vehicles at their homes. The regulation specifies the requirements around the use of the value generated by the LCFS that are distributed to the utility. EDUs are required to use the value for the benefit of existing and future owners of electric vehicles.

Amendments to the regulation in 2018, among other changes, required electric distribution utilities that had opted into the program and would receive LCFS emissions credits for the estimated residential electric vehicle charging to develop a statewide point-of-purchase rebate program. The opted in participants were also required to contribute a minimum percentage of their credits from residential charging, called base credits, to the point-of-purchase rebate program. Utilities that did not participate in this program were not eligible to receive the credits from residential charging. The point-of-purchase rebate program was called the California Clean Fuel Reward Program (CCFR) and provided a point-of-purchase rebate to buyers who purchased a new, light-duty electric vehicle.

In November 2024, CARB adopted additional amendments to the regulation that went into effect July 1, 2025. Due to changes required by the California Office of Administrative Law, the final regulation was not available until late June 2025. The final regulatory changes include

1. Point-of-purchase rebate program will provide a price reduction only for new and/or used

commercial medium- or heavy-duty electric vehicles rather than new light duty electric vehicles.

2. RPU was reclassified as a small publicly owned utility (POU) and will no longer have an obligation to contribute to the point-of-purchase rebate program in order to receive base credits.
3. The list of preapproved projects for holdback credits:
 - a. Removed marketing, education, and outreach; and
 - b. Added workforce development, grid-side distribution infrastructure investments, and vehicle-grid integration projects.
4. POUs are no longer eligible to receive credits generated by electricity used by electric forklifts and will only receive electricity base credits for residential electric vehicle charging.

BACKGROUND:

On March 13, 2018, the City Council authorized RPU to opt into the LCFS Program. The LCFS regulation requires entities generating credits using electricity pathways (referred to as “electricity credit”) to use the resulting credit proceeds to benefit electric vehicle (EV) drivers and their customers and invest in projects that promote transportation electrification in California. The LCFS regulation provides specific electricity base credit proceeds spending requirements for Load-Serving Entities (LSEs) such as RPU.

On August 9, 2021, and September 13, 2021, the creation of RPU’s Electrify Riverside EV related programs using LCFS funds was approved by the Riverside Board and City Council, respectively. The programs included the following:

1. Residential Used EV Purchase Rebate
2. Residential EV Charger Rebate
3. Public Access EV Charger Rebate (originally termed the Non-Residential/Multifamily EV Charger Rebate)
4. Outreach and Educational Programming
5. City Facility Publicly Accessible EV Charger Installation Program (approved on October 24, 2022, and December 6, 2022, by the Riverside Board and City Council, respectively)

California Clean Fuel Reward Program

As noted earlier, RPU was previously required to participate in the statewide point-of-purchase program to continue to receive the base credits available to utilities. The point-of-purchase program developed by the utilities statewide is called the California Clean Fuel Reward (CCFR) Program. On April 7, 2020, the City Council authorized RPU to participate in the CCFR program. The program was administered on behalf of all participating utilities by Southern California Edison (SCE). Under the agreement, RPU was required to transfer funds from monetized LCFS residential base credits. An initial contribution of \$168,485 was required for the program start-up in addition to ongoing annual transfers of funds as required by the regulation. The annual transfer of funds was based on the requirements of the state regulation.

Funds transferred pursuant to the regulation and the CCFR agreement were used to pay for the CCFR program rebates to customers who purchased a new electric vehicle from any participating California auto dealership as well as the associated costs for the program including: program administration, program implementation contractors, and program marketing and customer education to support the advancement of EVs in California. The CCFR program launched in

November 2020 and provided a rebate of up to \$1,500. In late 2021, the rebate was reduced, and customers could receive a rebate of up to \$750 per vehicle for residents and businesses. The rebates were applied by the auto dealership towards the customers' purchase of new light-duty EVs.

Due to ongoing decreases in the sales market of LCFS credit prices, the reward amount was reduced to \$0 as of September 1, 2022. The reward amount reduction was based on the state goal to sustainably maintain a robust and impactful reward amount. This reduction was intended to only be temporary, however, the fund balance never recovered due to:

1. Higher than estimated growth of electric vehicle sales in California, which drew down reward funds more quickly than expected;
2. Less revenue than initially estimated from the sale of LCFS credits; and
3. The program's legal obligation to maintain at least \$10 million in program funds in reserve.

With the adoption of the amended LCFS regulations, which went into effect July 1, 2025, several changes were made to the CCFR program. The CCFR program has been redesignated to fund point-of-sale rebates for new and/or used commercial medium- or heavy-duty EVs rather than providing rebates for new light-duty electric vehicles. Additionally, the size classification of POU's changed. Previously, RPU was categorized as a medium POU. Under the new size reclassifications, RPU is now considered a small POU (i.e., annual load served of less than 5,000 GWh in 2022). Under the amended regulation, small POU's do not have a requirement to contribute funds to the CCFR program to receive the base credits available to utilities. As such, RPU will no longer have an obligation to complete annual transfers to the CCFR program. The CCFR Steering Committee is in the process of reviewing a new amendment to the governance agreement. The committee voted to delay the CCFR payment for calendar year 2024 for reclassified POU's, such as RPU, until the new governance agreement is ratified, after which it will be determined whether this final payment will be required or not. Any previously transferred funds are anticipated to move to the new program, including those from RPU. However, it is important to note that RPU customers will be eligible to apply for rebates under the new CCFR program even though RPU will not be required to provide funds.

The CARB Executive Officer will review the implementation of the CCFR program and present a report to the CARB Board by January 1, 2027, with any recommended changes to utility contributions to the CCFR program.

Holdback Credit Proceeds

LSEs may use the remaining electricity credit proceeds from residential charging, called holdback credits, to invest in transportation electrification projects in the same category or sector. Through the annual reporting, entities may demonstrate that they have exhausted opportunities to promote electric transportation in a specific category or sector and use credit proceeds to support transportation electrification in another category or sector.

Examples that would meet the new holdback credit proceeds spending requirements for an LSE are:

1. Providing incentive support for purchasing/leasing EVs or other electric transportation equipment (for example, electric buses, electric trucks, etc.).
2. Providing incentive or direct investment for installing residential or non-residential EV charging infrastructure, including panel and service upgrades.
3. Providing rate options or incentives to encourage EV charging during off-peak hours to

provide grid benefits.

4. Investments in grid-side distribution infrastructure necessary for EV charging.

The above list of examples is not exhaustive. Entities may use electricity credit proceeds to support other transportation electrification projects which are not included in the list but would meet the LCFS requirements. Entities also have the option to spend all electricity credit proceeds in a single program or project. Notably, however, entities are not allowed to use the funding to pay for the ongoing maintenance and operation of EV chargers expecting that these costs would be recuperated by the sale of the electricity for charging vehicles. Starting in 2022, the regulations also require that up to 50 percent of LCFS revenue be spent on supporting transportation electrification projects that benefit disadvantaged, low-income, and rural communities.

In FY 2024/25, RPU received \$1,513,515.50 in LCFS credit sales, increasing the total at the end of the fiscal year to \$5.9 million available in the Electric Fund Low Carbon Fuel Cash Reserve account. This amount includes the approximately \$1 million set aside as a match should the City be awarded a grant to construct an EV charging hub.

DISCUSSION:

TRANSPORTATION ELECTRIFICATION UPDATE

The State of California continues to increase its commitment to transportation electrification as one of the methods to reduce greenhouse gas (GHG) emissions by supporting the State's transition from the use of fossil fuels. In September 2020, Governor Gavin Newsom signed Executive Order N-79-20, setting new statewide goals for phasing out gasoline-powered cars and trucks in California. CARB has proposed various new regulations to meet the State's goals.

On August 25, 2022, CARB approved the Advanced Clean Cars II rule, which establishes a year-by-year roadmap, such that by 2035, 100% of new cars and light-duty trucks sold in California will be zero-emission vehicles (ZEVs), including plug-in hybrid electric vehicles. On October 8, 2023, CARB also adopted a medium- and heavy-duty zero-emission fleet regulation, referred to as the Advanced Clean Fleets (ACF) regulation. The ACF regulation includes a ZEV purchase requirement for new medium- and heavy-duty vehicles added to state and local government fleets, where 50% of vehicles purchased from 2024-2026 need to be ZEVs, and 100% of vehicles purchased in 2027 and later need to be ZEVs.

These commitments are being made in California because the proportion of emissions from the transportation sector is increasing and has become the dominant sector producing GHG emissions. In CARB's most recent GHG emissions inventory, the transportation sector comprised 39% of the total GHG emissions while the electricity sector (in state and imports) only produced 16% of the emissions (see Figure 1).

As these regulations continue to change, RPU is taking action to meet the State's requirements and goals. Transportation

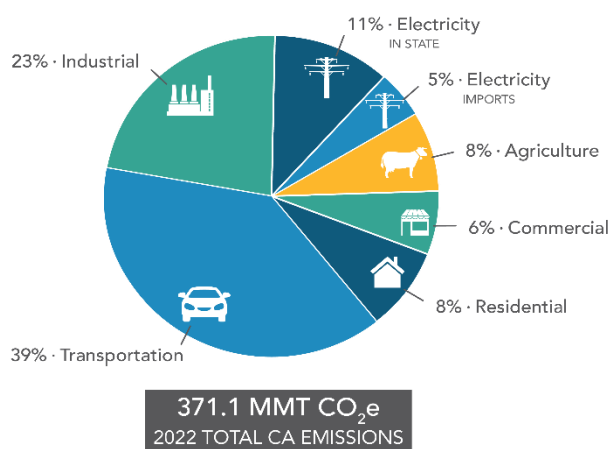
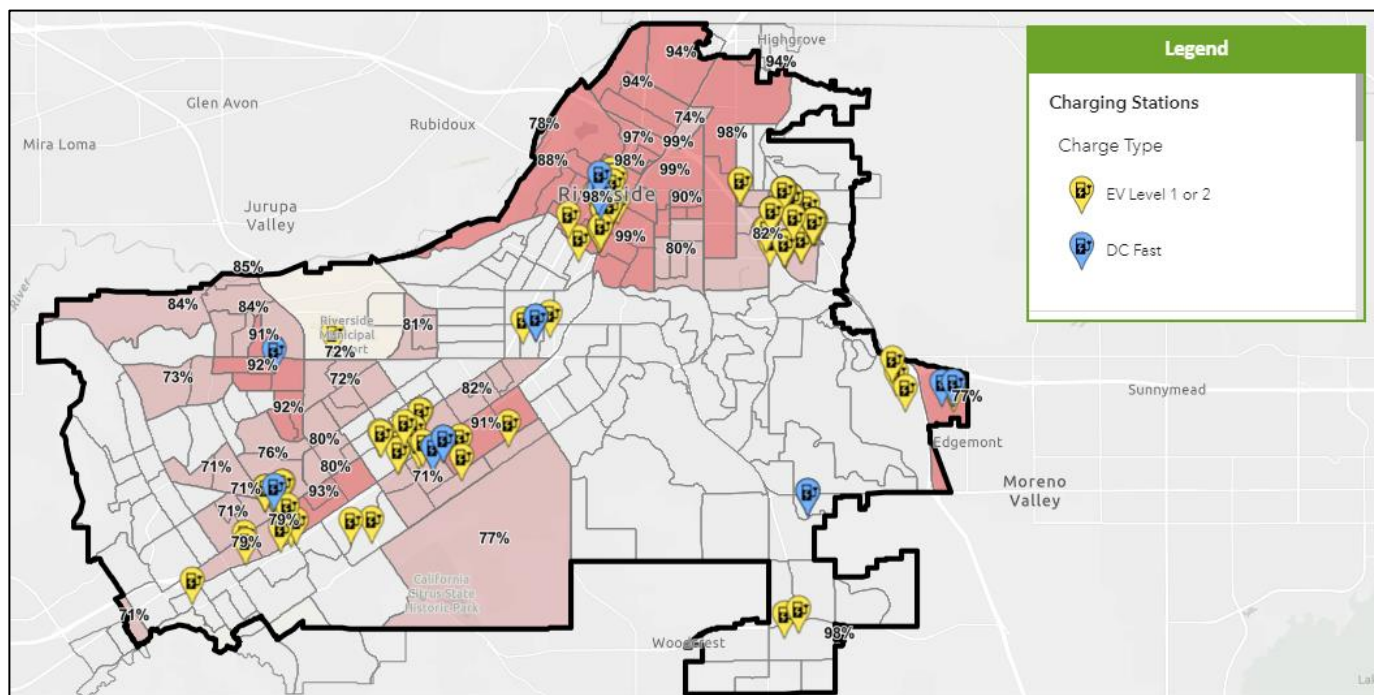


Figure 1. Source: California Air Resources Board, GHG emissions inventory, 2022. <https://ww2.arb.ca.gov/ghg-inventory-data>

electrification efforts can be supported to some extent by the LCFS credit funding. Staff is proposing changes to existing Electrify Riverside programs to align with the updated regulations adopted in November 2024 to continue to support customers that are considering or have already purchased/leased an EV, businesses that are interested in converting their fleets to EVs and the associated infrastructure upgrades that will be required to support chargers.

EV Charging and Infrastructure

In the City of Riverside, there are an estimated 13,729 light-duty EVs owned by residents as well as businesses. There are approximately 284 Level 2 public chargers and 53 DC Fast Chargers (44 of which are Tesla) installed within the city, as shown in the map below:



The map shows the locations of publicly accessible Level 2 and DC fast charging stations throughout the City. Currently, most publicly accessible chargers are in destination areas of the City – downtown, at universities, shopping areas, and around the City’s auto center. They are also, notably, located in Disadvantaged Communities (DACs) as defined by the CalEnviroScreen (SB 535).

Staff is exploring options to increase the availability of EV charging in areas of the City that are primarily rental housing, public locations such as libraries, parking garages, and charging for employees. Ensuring access to EV charging in all areas where people visit and work will be important to promote overall EV adoption.

TO-DATE PERFORMANCE OF ELECTRIFY RIVERSIDE EV REBATE PROGRAMS

The Board and City Council approved an update to the Electrify Riverside programs to support RPU’s current and future EV owners on October 24, 2022, and December 6, 2022, respectively. A total of \$1,180,000 of the funds from holdback credits was allocated to customer rebates and electric vehicle programs. As of June 30, 2025, a total of \$421,959.02 has been expended on these rebates and EV programs. The following table provides a status of the expenditure of these funds as of the end of FY 24/25 since the inception of the Electrify Riverside program in October 2021.

Program Type	Applications Received	Applications Approved	Total Amounts Issued
Residential Used EV Rebate	306	298	\$305,500.00
Residential EV Charger Rebate	204	192	\$86,628.20
TOU Meters	11	11	\$8,704.31
Public Access EV Charger Rebate	1	1	\$20,000.00
Outreach and Education*	N/A	N/A	\$1,126.51
TOTAL EXPENDED			\$421,959.02

*Not an application-based rebate

RPU did not expend any funding in FY 2024/25 for educational programming because staff secured programming for customers that was provided at no-cost.

Customer programming in FY 2024/25 included:

1. Updated Electrify Riverside rebate website and program information
 - a. www.riversideca.gov/utilities/residents/electrify-riverside
2. Social media campaign
3. Flyers and other communication materials provided to the community at all events the RPU Customer Engagement team attended
4. Partnered with University of California, Riverside (UCR) EcoCAR team to conduct voluntary EV awareness survey and hosted educational community workshop

The UCR EcoCAR team is a group of university students and faculty participating in a four-year (2022-2026) collegiate automotive engineering competition as one of the 15 North American universities participating in the challenge. The main portion of the competition revolves around engineering a battery electric vehicle with a secondary portion focused on “Equity in Mobility” (EIM). The EIM team partnered with RPU to conduct a community survey to assess awareness and interest in EVs. The voluntary survey received nearly 200 responses and asked questions regarding current and planned EV ownership, availability of home charging, barriers to and advantages of EV adoption, and sources of EV information. Following the survey, the EIM team along with RPU, CARB, UCR’s Center for Environmental Research and Technology (CE-CERT), GRID Alternatives, and the City’s Office of Sustainability, held a community workshop that featured expert panelists, hands-on EV demonstrations, and resources for RPU’s EV incentives.

U.S. Department of Transportation Charging and Fueling Infrastructure Discretionary Grant

The Board and City Council approved an additional supplemental appropriation of \$1,001,807 to the EV Charger Install at Public Facilities program on October 28, 2024, and November 19, 2024, respectively. These funds will be used as a 20% match for the U.S. Department of Transportation Charging and Fueling Infrastructure Discretionary Grant, if awarded, for the development of a 24-station EV light-, medium-, and heavy-duty vehicle charging hub at the Riverside Municipal Airport. The project will provide safe and convenient EV charging to the public, support City and regional areas identified as a disadvantaged community per criteria established by the State and meets the intent of using the LCFS funds to leverage other programs by providing the grant match. At the time of this report, the status of the grant award is still pending.

NEW PROPOSALS AND UPDATES TO ELECTRIFY RIVERSIDE REBATE PROGRAMS

The following section describes the continuation and update of the Electrify Riverside rebates that were approved in 2022 as well as proposed new programs. As noted above, RPU must use

revenue from the sale of LCFS credits generated from residential charging on programs that benefit current and future RPU electric vehicle customers. All rebates would be available for Fiscal Year 2025/26 until the funds are exhausted. Only RPU customers are eligible to apply for these rebates. The program modifications below will bring RPU's existing programs into compliance with the regulatory changes that went into effect July 1, 2025.

PROPOSED UPDATES TO CURRENT ELECTRIFY RIVERSIDE PROGRAMS

Residential Used EV Purchase Rebate

This program provides a rebate to residential customers who purchase or lease a used EV at any commercial EV retailer.

Staff recommends the rebate program changes as follows:

1. Keep rebate of up to \$1,000 for the purchase or lease of a qualifying used full battery EV or plug-in hybrid EV.
2. Increase the low-income additional rebate amount for qualified Sharing Households Assist Riverside's Energy (SHARE) customers from \$1,500 to \$3,000. This rebate will be in addition to the base used-EV purchase rebate described above and will provide low-income customers with a total rebate of up to \$4,000 towards a used-EV or plug-in hybrid EV. This amount matches the SCE rebate for their similar California Alternate Rates for Energy and Family Electric Rate Assistance customers.
3. Transfer \$30,000 from the "Marketing, Education, and Outreach" account and \$20,000 from the "Residential Home Charger EV Charger Rebate" account to be added to the existing appropriation of \$150,000 in the "Residential Used EV Rebate" account for a total program amount of \$200,000 for FY 2025/26. (Marketing, Education, and Outreach are no longer permitted expenses, discussion on this topic is provided further below in the "Outreach and Educational Programming" section.)

RPU's customers may purchase or lease their used electric vehicle at any commercial dealership in California selling or leasing used electric vehicles.

Residential EV Charger Rebate

This program provides a rebate to customers who purchase and install an EV charger for use at their home. Staff is proposing to expand eligible costs to include EV charger equipment as well as additional project expenses including installation, infrastructure upgrades, 240V outlets, and city permits.

Staff recommends the rebate program changes as follows:

1. Increase the rebate amount for residential customers from \$500 to \$1,500 toward out-of-pocket expenses for the purchase of a level 2 EV charger and add installation and associated expenses as an eligible cost including electrical wiring and panel upgrade.
2. Add an additional low-income rebate of \$1,000 for qualified SHARE customers. This rebate will be in addition to the base residential EV charger rebate described above and provide low-income customers with a total rebate of up to \$2,500 toward their out-of-pocket

expenses for the purchase and installation of a level 2 EV charger.

3. Customers who choose to install an optional dedicated time-of-use (TOU) meter will qualify for RPU's Domestic Electric Vehicle Separately Metered electricity rate discount, plus receive an additional one-time rebate to cover the utility's equipment installation cost. This dedicated TOU meter will add additional costs to the installation process but will yield lower electricity costs for off peak charging. Staff recommends increasing the TOU rebate amount from \$805 to \$1,000 to offset increases in permit fees and charges.
4. Add as an allowable reimbursable expense the associated required permit fees as part of the rebate application.
5. Transfer \$20,000 to the "Residential Used EV Rebate" account, decreasing the existing appropriation of \$150,000 in the "Residential Home Charger EV Charger Rebate" account to a total program amount of \$130,000 for FY 2025/26.

Outreach and Educational Programming

Staff is proposing to continue focusing on outreach and education programs to inform the public on the benefits of EV transportation using no-cost programming such as those used in FY 2024/25 as well as exploring other no-cost educational opportunities. Since outreach and educational programming is no longer a preapproved project under the new LCFS amendments, staff recommends reducing the total program amount to \$0 and transferring the \$30,000 that was appropriated for FY 2025/26 from the "Marketing, Education, and Outreach" account to the "Residential Used EV Rebate" account. RPU will continue to maintain its Electrify Riverside website and coordinate with regional entities to promote EVs through ride-and-drive events. Program information will continue to be provided on back-of-bill, through social media postings, and in flyers.

Public Access EV Charger Rebate – No Change

This program currently provides rebates for the installation of publicly accessible EV chargers, with an additional incentive for installations at schools, affordable housing, and publicly accessible DC fast charger locations.

Staff recommends maintaining the program as follows:

1. Keep rebate amount at \$5,000 per charging station for public access locations (maximum of 5 per location).
2. Keep rebate amount at up to \$10,000 per charging station for schools, affordable housing, and publicly accessible DC fast charger locations
3. Maintain the current total budget for this program at \$400,000 for FY 2025/26.

City Facility Publicly Accessible EV Charger Installation – No Change

This program allows RPU to work with other City departments to identify City facility locations such as City Hall, libraries, and community centers to provide publicly accessible EV charging that will support the community. The program focuses funding on low-income and DAC areas of the City that have limited access to public EV charging. Funding from this program is used to pay for the chargers and their installation. It is important to note that charging will not be free.

Customers using the chargers will pay a fee that covers the electricity used and cost of the ongoing maintenance of the charging equipment. Consistent with state regulations, the charging equipment will also accept multiple forms of payment (e.g., credit card and/or payment through an application on a mobile device). Staff proposes to maintain the current total budget for this program of \$500,000 for FY 2025/26 and continues to actively coordinate with the City departments for opportunities to use these funds for their projects.

PROPOSED NEW PROGRAMS

Public Access EV Electrical Infrastructure Rebate

This program would have the same requirements as the Public Access EV Charger Rebate, but instead of providing rebates on charging equipment, this program would rebate the cost of grid-side electrical infrastructure upgrades necessary to install publicly accessible Level 2 or DC fast chargers. Customers installing publicly accessible chargers can apply for both rebates simultaneously.

The Public Access EV Electrical Infrastructure Rebate program will be structured as follows:

1. Commercial customers installing publicly accessible EV chargers that qualify under the Public Access EV Charger Rebate can receive up to 50% of applicable project costs for grid-side electrical infrastructure upgrades necessary to support the installation of EV chargers up to an amount not to exceed \$50,000.
2. Program funding will utilize currently undesignated funds from LCFS credit sales in the “Electric Fund Low Carbon Fuel Cash Reserve” account for a total program amount of \$500,000 for FY 2025/26.

Electric Public Transit Program

This program would provide funding to assist with the purchase of zero emission buses for the City’s Riverside Connect program. Riverside Connect is an origin-to-destination advanced reservation transportation service for seniors and persons with disabilities. The City currently plans to purchase two 12-passenger electric buses.

The Electric Public Transit Program will be structured as follows:

1. Provide funding for the purchase of City owned and operated zero emission buses that serve the public, including disadvantaged communities.
2. Program funding will utilize currently undesignated funds from LCFS credit sales in the “Electric Fund Low Carbon Fuel Cash Reserve” account for a total amount of \$1,000,000 for FY 2025/26.

Planned Future Items

Additional transportation electrification initiatives being developed that will be brought to the Board and City Council for future approval include the following:

1. A workforce development program in cooperation with the City’s workforce development manager and local educational institutions.

2. One-time purchase of a portable EV charger to be deployable at locations and events throughout the City, providing increased publicly accessible EV charging where permanent infrastructure may not be readily available.

FISCAL IMPACT:

The fiscal impact of this action is \$1,500,000 to fully fund these programs that support transportation electrification and comply with State requirements. Upon Council approval, a supplemental appropriation in the amount of \$1,500,000 will be recorded in the Electric Fund as detailed in the Table 1 below. There are sufficient Low Carbon Fuel cash reserves to accommodate the supplemental appropriation.

Table 1. Supplemental Appropriation

Fund	Account Name	Account Number	Amount
Electric Fund	Cash Reserve Low Carbon Fuel	0000510-101094	(\$1,500,000)
	Public Access EV Electrical Infrastructure Rebate	6009000-456109	\$500,000
	Electric Public Transit Program	6009000-456110	\$1,000,000

A budget adjustment will be completed as follows, to align the Electrify Riverside Programs with the Fiscal Year 2025/26 allocations.

Table 2. Budget Adjustment

Fund	Account Name	Account Number	Amount
Electric Fund	Residential Used EV Rebate	600900-456101	\$50,000
	Residential Home Charger EV Charger Rebate	6009000-456102	(\$20,000)
	Marketing/Education/Outreach	6009000-456104	(\$30,000)

Sufficient funds for the ongoing Electrify Riverside programs were included in the FY 2024-2026 Biennial Budget in the accounts listed in the table below for Fiscal Year 2025/26.

Table 3. Fiscal Year 2025/26 Electrify Riverside Program Allocations

Account Name	Account Number	Adopted FY 25/26	Proposed Adjustment	Amended FY 25/26
Residential Used EV Rebate	6009000-456101	\$150,000	\$50,000	\$200,000
Residential Home Charger EV Charger Rebate	6009000-456102	\$150,000	(\$20,000)	\$130,000
Public Access EV Chargers	6009000-456103	\$400,000	\$0	\$400,000
Marketing/Education/Outreach	6009000-456104	\$30,000	(\$30,000)	\$0
EV Charger Install at Public Facilities	6009000-456105	\$500,000	\$0	\$500,000
Public Access EV Electrical	6009000-456109	\$0	\$500,000	\$500,000

Infrastructure Rebate				
Electric Public Transit Program	6009000-456110	\$0	\$1,000,000	\$1,000,000
		\$1,230,000	\$1,500,000	\$2,730,000

These funds are legally restricted and can only be used for applicable expenditures under the State requirements mentioned above. Any unspent funding from the allocated Electrify Riverside programs budget remaining on June 30, 2026, will carry over to Fiscal Year 2026/27 to fund the continuation of the programs through their duration.

Funding for future years will be subject to the funding received from the sale of LCFS credits and will be included as part of the biennial budget process.

Prepared by:	Tracy Sato, Utilities Assistant General Manager/Strategic Initiatives
Approved by:	David A. Garcia, Utilities General Manager
Certified as to availability of funds:	Kristie Thomas, Finance Director/Assistant Chief Financial Officer
Approved by:	Rafael Guzman, Assistant City Manager
Approved as to form:	Rebecca McKee-Reimbold, Interim City Attorney

Attachment: Presentation