PROPOSED 2026
ELECTRIC UTILITY RETAILRATE UPDATES
APRIL 20, 2026

Requested Action

Port of Stockton CALIFORNIA

Electric Utility Rate Updates - EV-1 & GS-6 Amendments

- Approve

1. EV-1 (electric vehicle charging) rate updates; and
2. GS-6 Contract Term Changes for Demand (Resource Adequacy) and Energy contracts

- Effective on July 1, 2026.

Background EV-1

Port of Stockton
CALIFORNIA

The EV-1 rate was first added to the Port's rate schedules in 2021.

- Power costs have risen since 2021 necessitating a proposed increase to the current EV-1 rate.
- EV usage at the Port has expanded, particularly for terminal operations and fleet vehicles
- Updates needed to align rates and prevent misuse

Discussion EV-1

- EV charging currently supports primarily operational use (stevedore forklift operations and fleet vehicles), with 42 charging stations in-use (28 West Complex and 14 East Complex);
- Most usage occurs during on-peak hours
- Public EV charging access is planned as infrastructure expands
- EV-1 rate applies to West Complex; East Complex (PG&E) will have aligned rates to ensure full cost recovery, likely similar to West Complex

EV-1 Rate Comparison

Port of Stockton
CALIFORNIA

Current Rates

Standby Charge *(after 1 hour)*

On-Peak: $10/hr

Off-Peak: $5/hr

Energy Usage (per kWh)

On-Peak: $0.2726

Off-Peak: $0.2535

Proposed Rates

Standby Charge *(after 30-min grace period once fully charged)*

On-Peak: $30/hr

Off-Peak: $15/hr

Energy Usage (per kWh)

On-Peak: $0.40

Off-Peak: $0.35

Discussion EV-1

Port of Stockton
CALIFORNIA

Purpose:

- Ensure the Port is recovering actual power costs
- Encourage efficient charger utilization
- Prepare for future public-facing EV infrastructure

Background GS-6 Large Load Flexibility

Port of Stockton
CALIFORNIA

- GS-6 rate schedule (governs large load users (>1MW)
- 3 types of Contracts
  - RPS –Renewable Portfolio Standard
  - RA - Resource Adequacy (Demand) and
  - Energy – actual energy consumed
- RPS contracts require a 10-year term (State Law); RA (“Demand”) and Energy contracts originally had more flexible terms
- RA term adjusted in 2023 from 3-year minimum to 1–3 years to increase tenant flexibility

Background GS-6 Large Load Flexibility

Port of Stockton
CALIFORNIA

Existing contract structures can require millions in upfront payments, creating barriers for tenants

Proposal - Reduce minimum contract terms to 6 months for:

- Resource Adequacy (Demand)
- Energy contracts

Outcome:

- Lower upfront capital burden for tenants
- Maintain Port risk protections
- Increase flexibility in a volatile energy market

Discussion – Procedures

Port of Stockton
CALIFORNIA

- An **Electric Utility Rate Schedule workshop** was held for West Complex tenants on March 19, 2026, to review proposed changes
- Public hearing was properly noticed and **proposed resolution published on April 5 and April 10, 2026**, with additional access provided via the Port’s website

Fiscal Impact

- Minimal fiscal impact to FY2026–27 budget, aside from increased EV-1 revenue
- Updated EV-1 rates expected to generate ~25–50% increase over FY2025–26 receipts (~$5,500)
- Supports maintaining competitive electric utility rates for tenants in future years

Recommendation & Requested Action

The Board is asked to approve the following two items related to the Port's Electric Utility operations on the West Complex:

1. Amended EV-1 (electric vehicle charging) rate schedule regarding increases to the on-peak and off-peak rates; and

2. Amended GS-6 rate schedule to allow a 6-month minimum term for Demand (Resource Adequacy) and Energy contracts, attached as Exhibits A & B respectively, to become effective on July 1, 2026.

QUESTIONS?