

EV Ready Program

Helping the community plan for and
pay for EV charging

C/CAG

November 2025



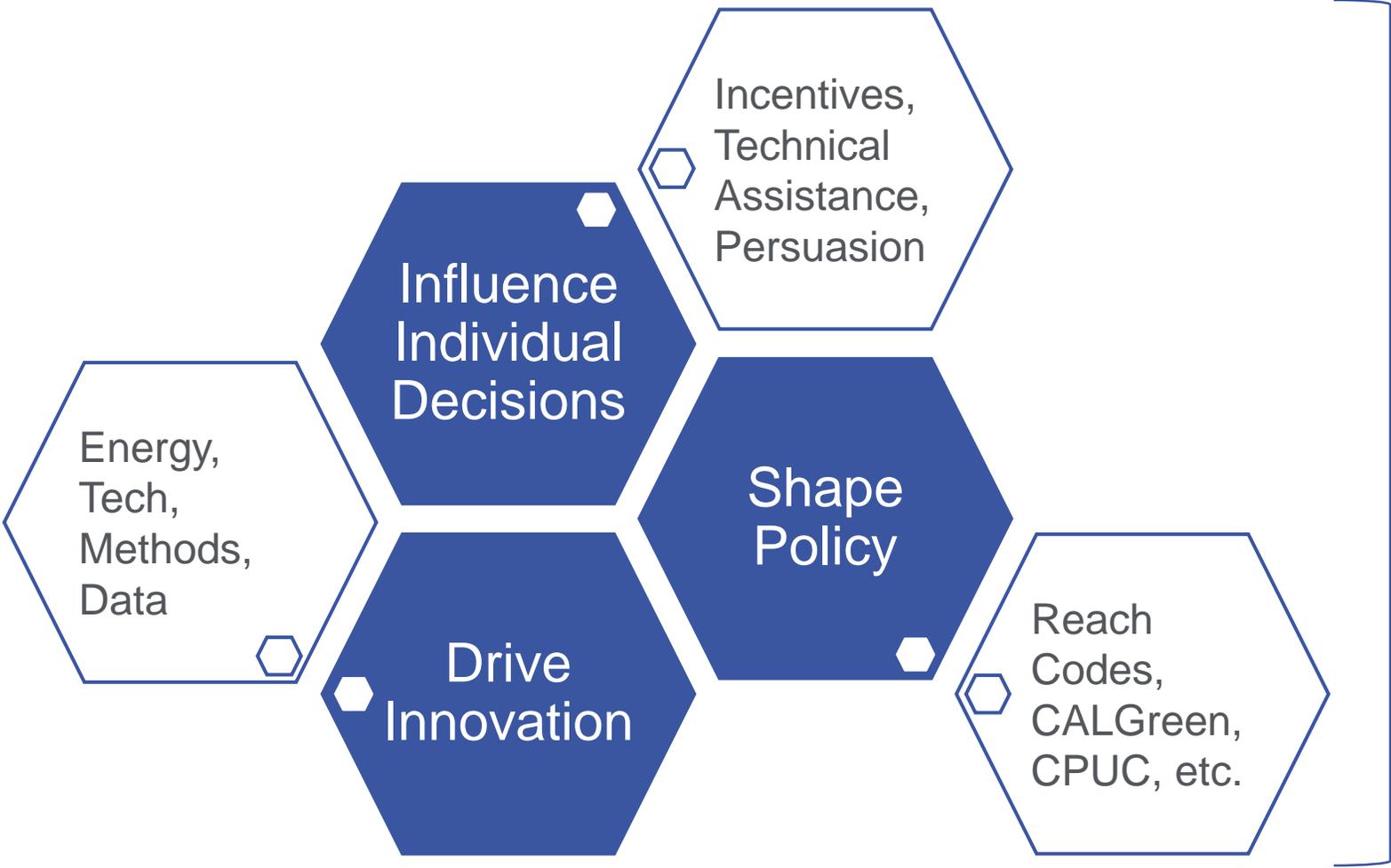
Key takeaways:

1- How PCE's EV Ready program is helping to install EV charging

2- PCE's "right sized" and other strategies



How We Effect Change



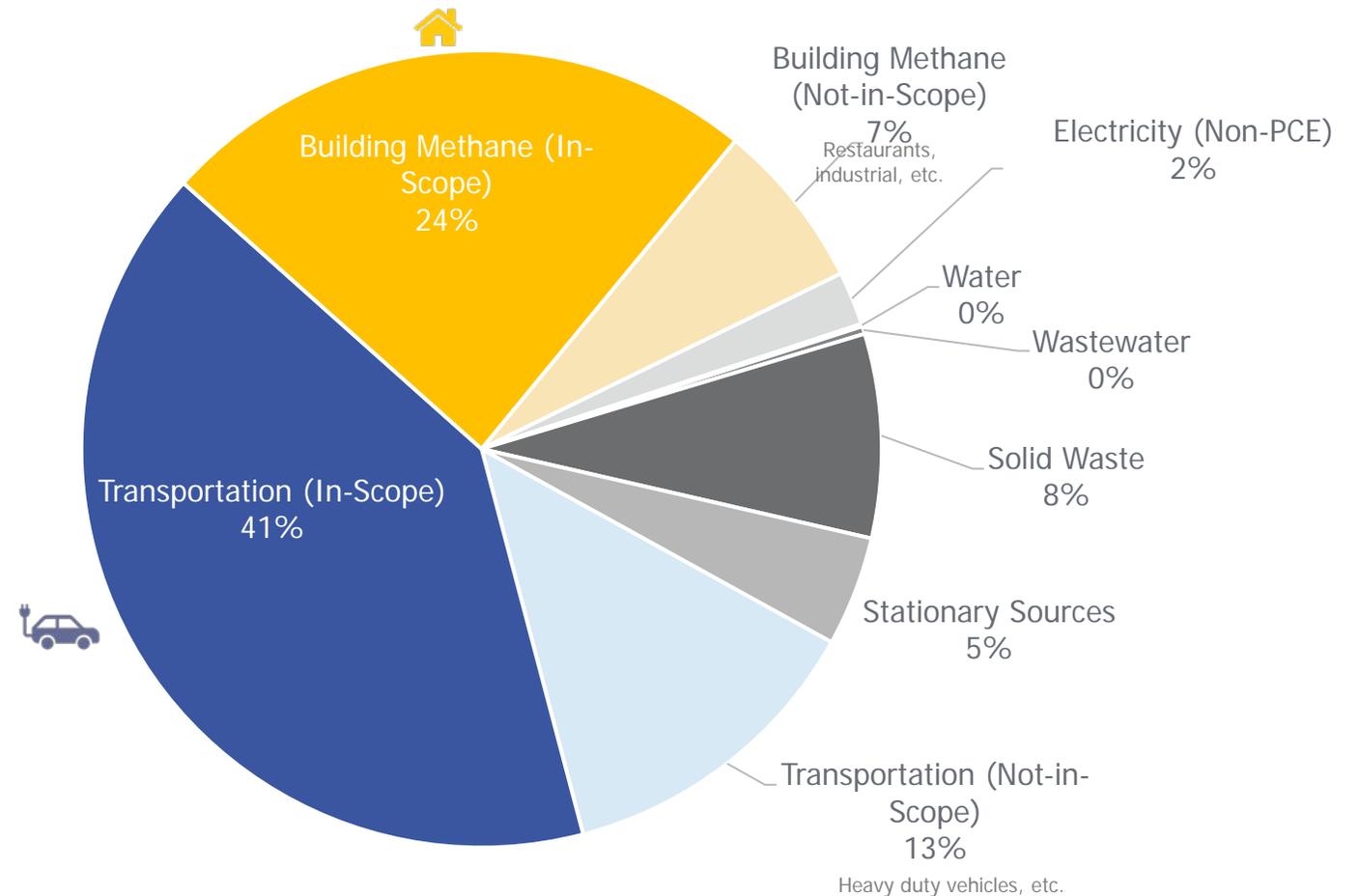
1. **Demonstrate scalable methods and business models** for CA to adopt
to
2. Mobilize **market forces** to support decarbonization

2035 Analysis: Board Approved Decarb Scope for PCE

Focus on segments PCE is best positioned to influence

- Transportation
 - Private passenger
 - Small fleets
- Buildings
 - Single-family residential
 - Office

San Mateo Countywide Greenhouse Gas Emissions,

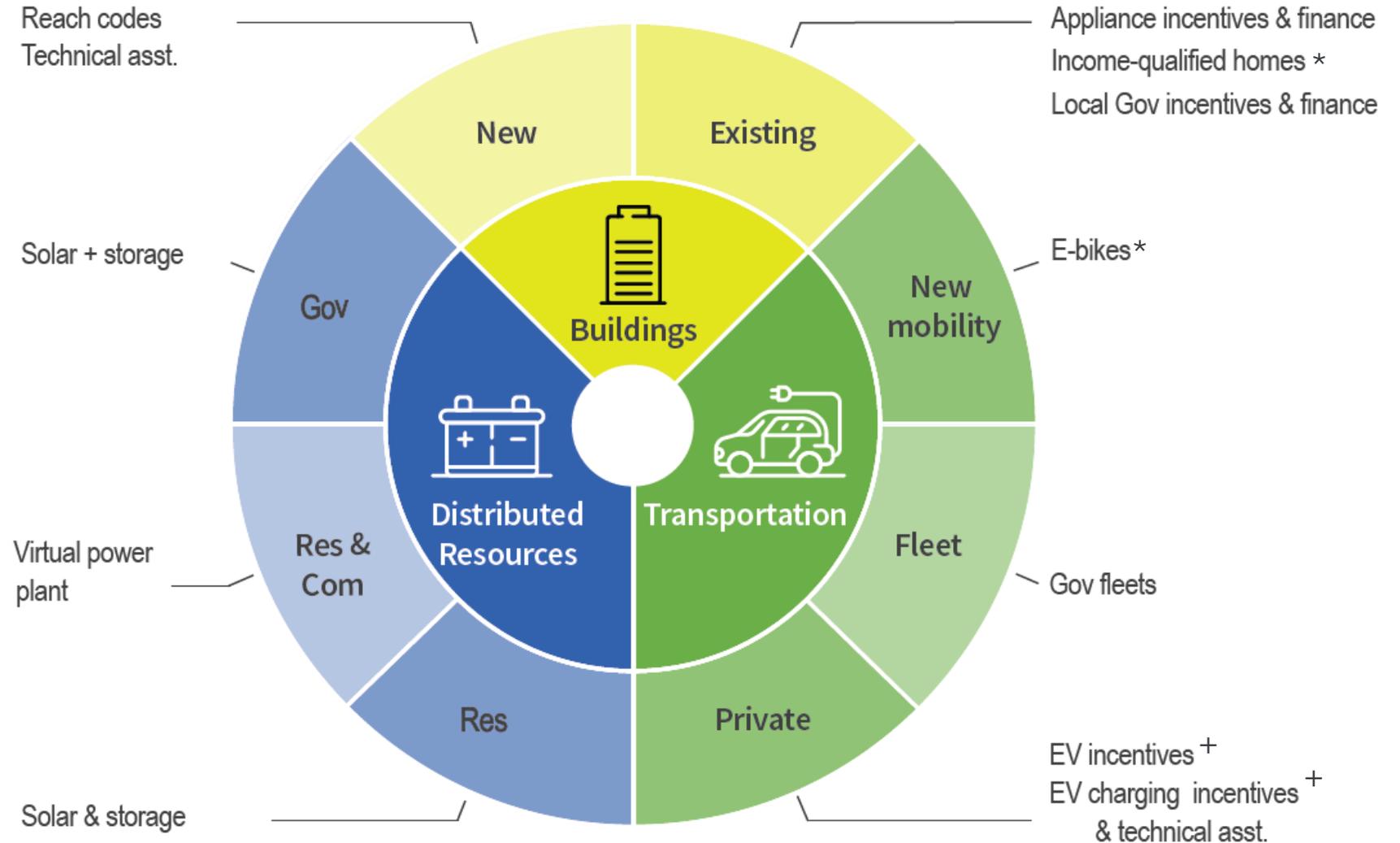


Existing Programs Portfolio

Since inception: **\$60M investment** (incentive & capital)

Statewide impact:

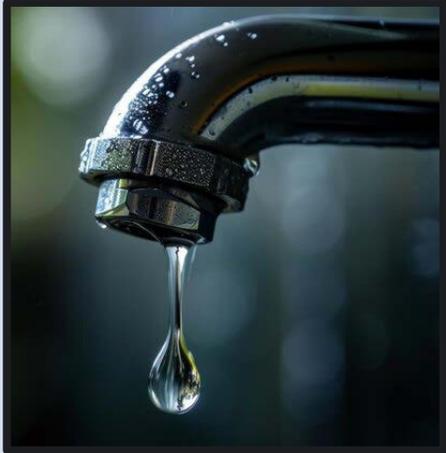
- **Reach codes:** set standard for clean buildings and EV readiness, now in state code
- **Cost-effectiveness** through right-sizing: ex. 80% lower cost for apt. EV charging
- **Innovation:** tech, methods, business models.



* Low-income program + Includes low-income benefits

EV Charging Types

Level 1



Faucet

Low Power
Level 2



Garden
hose

Level 2



Fire
hose

Direct Current
Fast Charge
(DCFC)



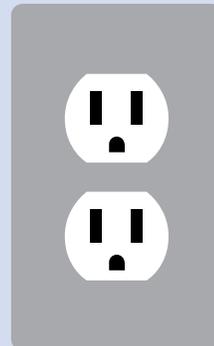
Waterfal
l

EV Charger Outlets



Level 1 convenience
charger (standard with
EVs)

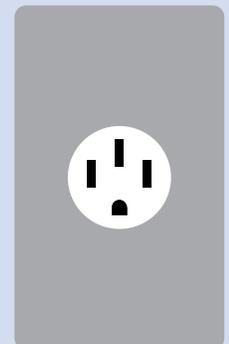
Level 1



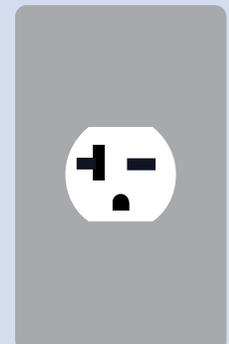
"Standard"
outlets
NEMA 520

Low-Power Level 2 (LPL2) & Level

2



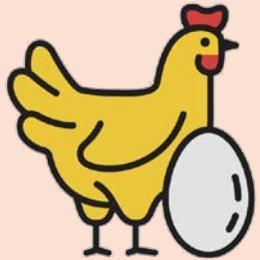
NEMA 14-50



NEMA 6-20

EV Charging, Essential Challenges

Apartment/condo
access is critical



Chargers must come
before EVs

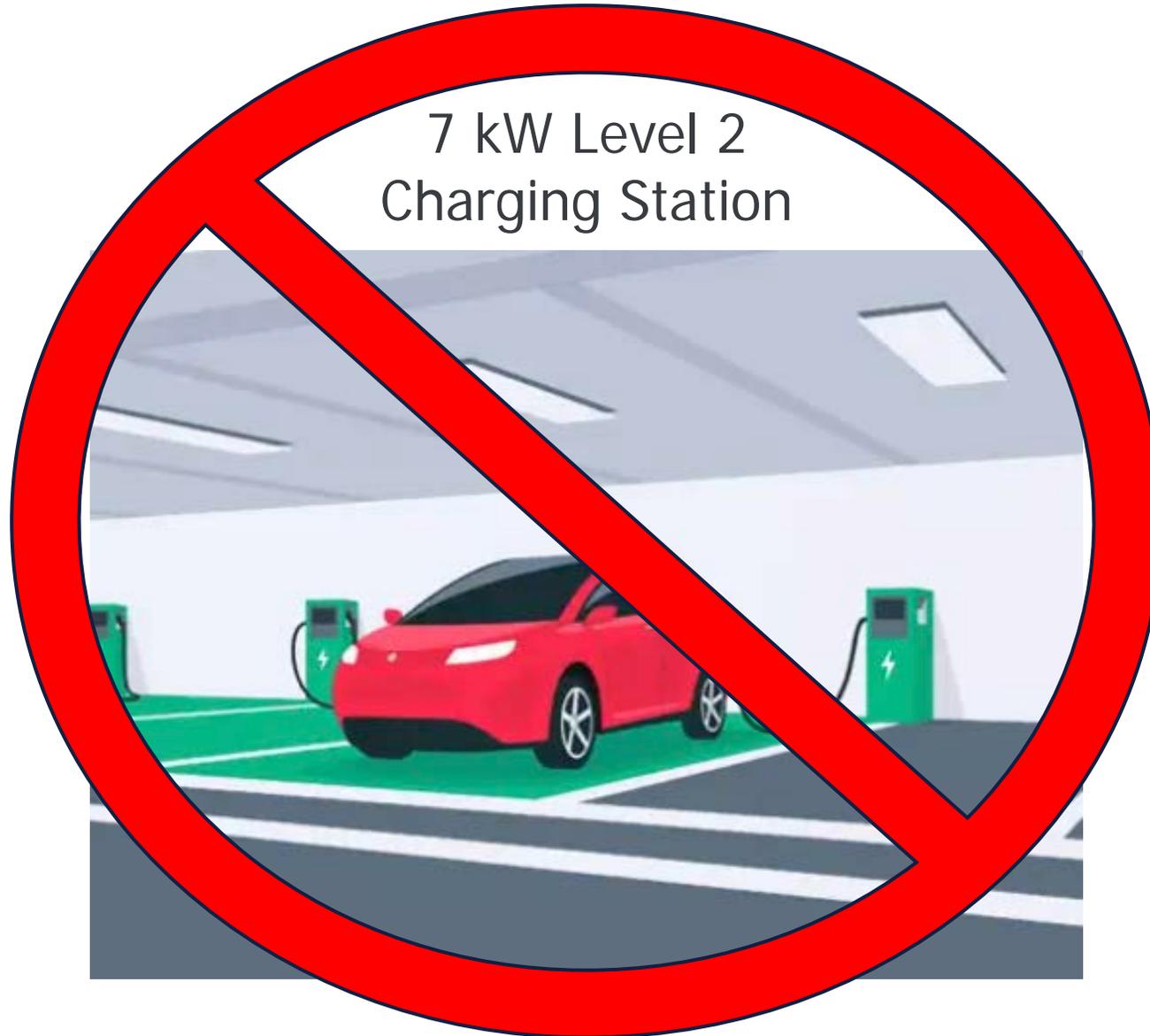
Transportation is 2nd
Highest Household Cost



EV chargers installed through PCE "EV Ready" program

Status Quo Not Working

7 kW Level 2
Charging Station

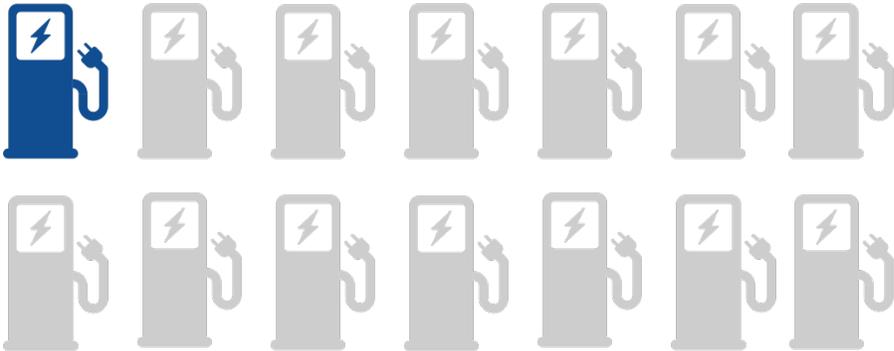


EV Charging, Far from Targets



CA has **only 15%** of the 1.1 million chargers needed by 2030

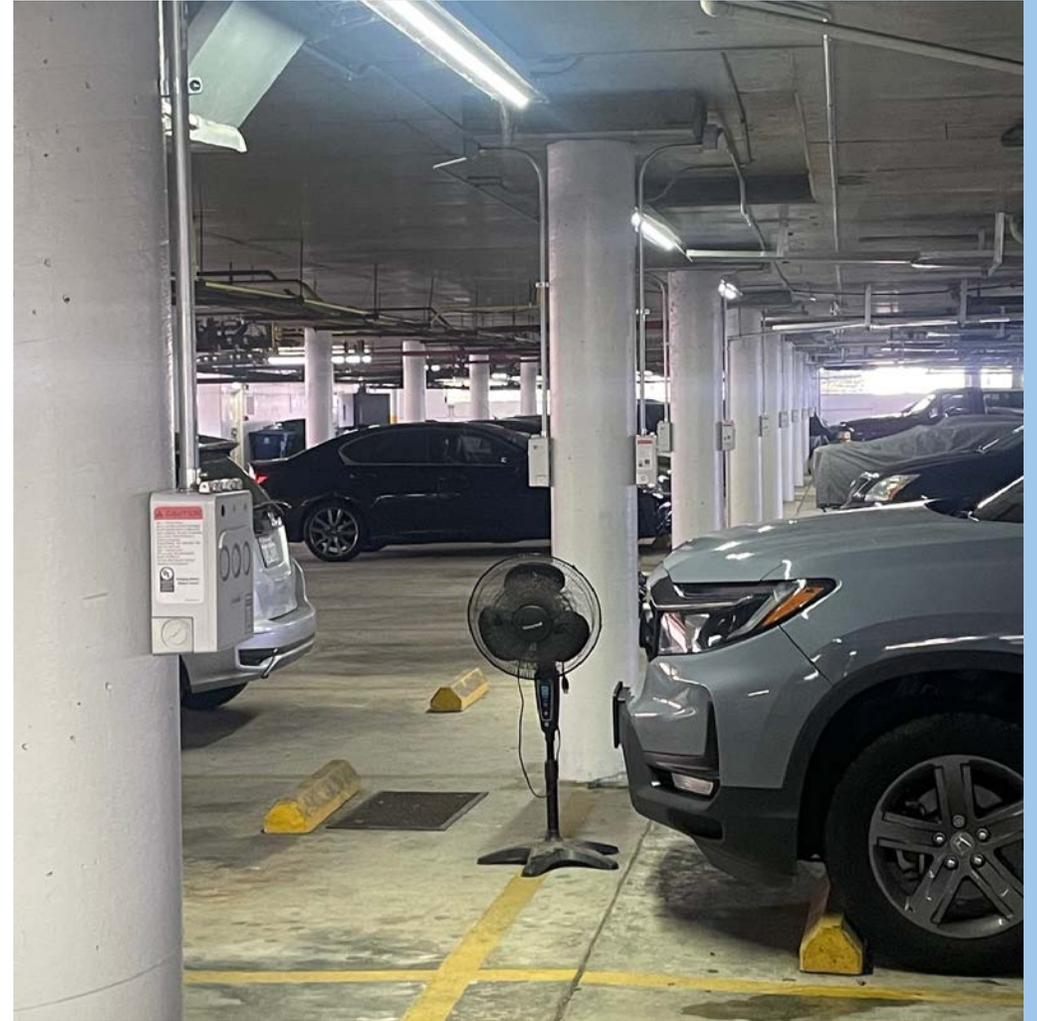
San Mateo County has 5,000 of the 70,000 chargers needed



PCE EV Ready Program

Helping the community plan for and pay for EV charging

- Free technical assistance
- Financial incentives
- Contractor referrals + bid assistance
- 2,000+ chargers installed (2/3 at MFH), 4,000+ in progress



Existing Building Multifamily dwelling	Measure Type L1 or L2 outlet	Port Incentive \$2,500	Applicable Cap¹ No cap
	Measure Type L2 charging station port	Port Incentive \$4,500	Applicable Cap¹ Up to 75% of project cost, maximum \$135,000 per property
	Measure Type Main panel upgrade ²	Port Incentive \$5,000	Applicable Cap¹ Up to \$5,000 per property

Existing Building Affordable housing multifamily dwelling	Measure Type L1 or L2 outlet	Port Incentive \$3,000	Applicable Cap¹ No cap
	Measure Type L2 charging station port	Port Incentive \$5,500	Applicable Cap¹ Up to 100% of project cost; maximum \$135,000 per property
	Measure Type Main panel upgrade ²	Port Incentive \$5,000	Applicable Cap¹ Up to \$5,000 per property



Existing Building Employee parking	Measure Type L1 or L2 outlet	Port Incentive \$2,500	Applicable Cap¹ No cap
	Measure Type L2 charging station port	Port Incentive \$5,000	Applicable Cap¹ Up to 75% of project cost; maximum \$90,000 per property

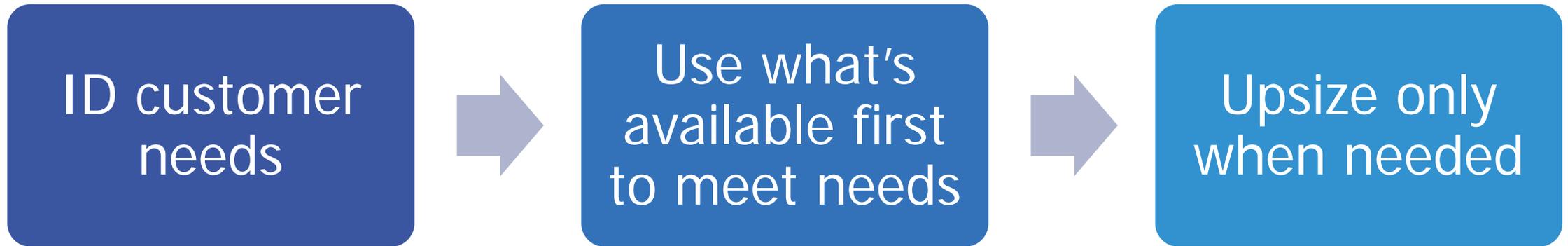
Existing Building All publicly accessible non-residential locations³	Measure Type L1 or L2 outlet	Port Incentive \$2,500	Applicable Cap¹ No cap
	Measure Type L2 charging station port	Port Incentive \$5,000	Applicable Cap¹ Up to 75% of project cost; no maximum



EV Ready Key Strategies



Key Strategy 1: Right-Sizing

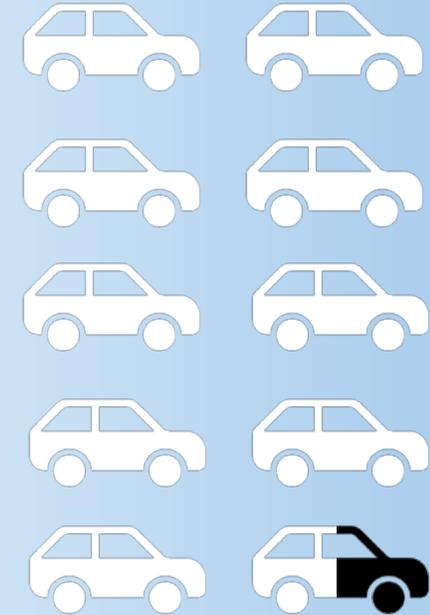


Right-sizing is a version of loading order principles

Low-Power (L1) Charging



- 1.9 kW capacity and over 60 miles with overnight charge
- Avg. daily travel: ~30 miles
- **PCE program average cost: ~\$2,500 each**
- Helps avoid service upgrades
- **100+ ports in multiple sites**
- **Low cost guaranteed load shaping**



L1 works for more than 9/10 drivers

Right-sizing EV charging to reduce costs

Level 1 charging:

- Meets the daily needs of 96% of EV drivers
- Already in use by 1/3 of EV drivers
- Avg cost: ~\$2,500/ea compared to ~\$13,000/ea for Level 2 charging



Installed Level 1 charging at apartments/condos in PCE EV Ready Program

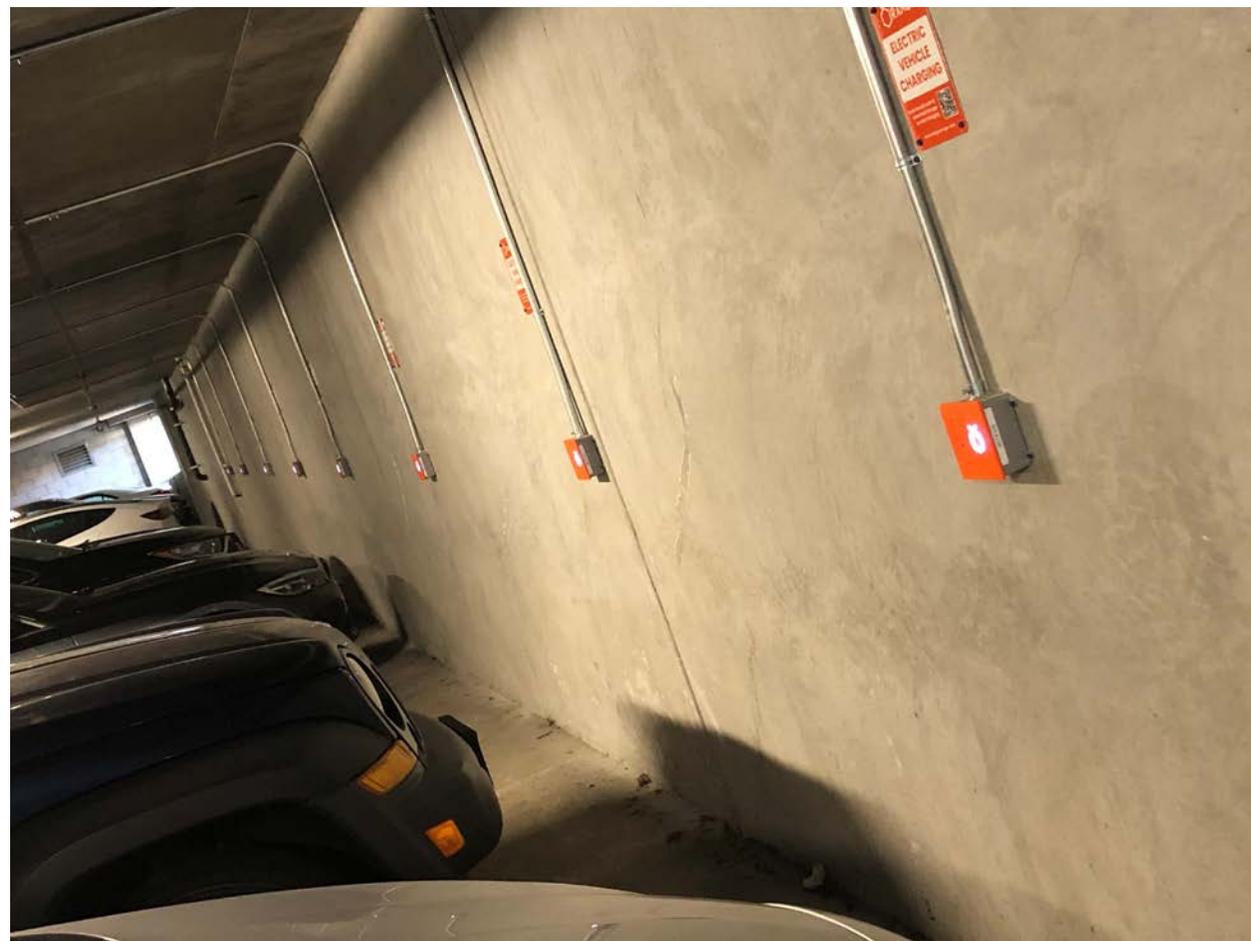


Key Strategy 2: Free Technical Assistance

Consists of:

1. EV charging education
2. Electrical capacity assmt
3. Site designs with 3 options
4. Contractor referrals

MFH properties *triple* EV charging project size after PCE tech. assistance.



Key Strategy 2: Free Technical Assistance



Charging Evaluation Report



1234 MAIN ST. – SOLUTION 1
2 QTY LEVEL 2 SMART OUTLETS

PROJECT # 002671930

3/18/2025

PREPARED FOR Pacific Coast Homeowners Association

PREPARED BY CLEARResult

WITH SUPPORT FROM Peninsula Clean Energy

Solution

7 Qty. L2 Outlets

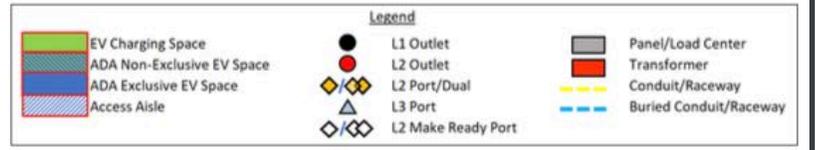
[Download document](#)

Eligible chargers	Port quantity	Cost
Level 2 Outlets	7	\$1,100
Charger total	7	\$1,100
Design and Infrastructure		\$ 22,500
Project total		\$ 23,600

Incentive
\$ 14,000

Net project cost
\$ 9,600

Figure 3: Proposed EVSE Layout

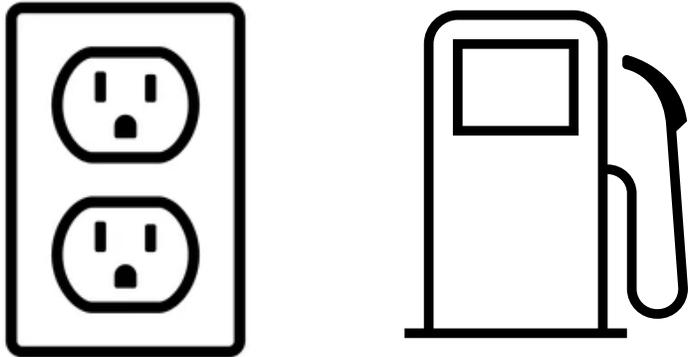


Key Strategy 3: Direct Metering and Virtual Submetering

Equitable Pricing through Design

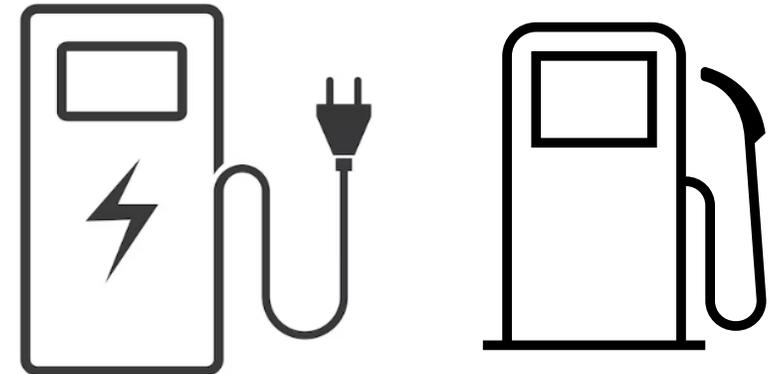
Charging fees are too expensive

Single-family homes



\$90 in electricity,
equiv to \$140 in gas

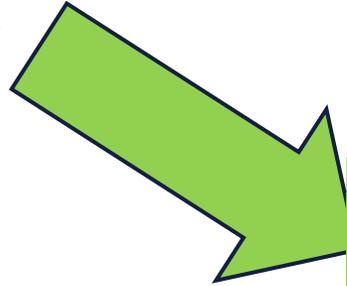
Apartments (third-party
chargers)



\$135 in electricity,
equiv to \$140 in gas

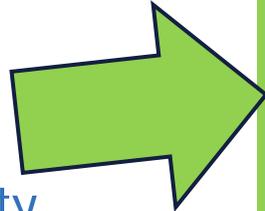
House Meters vs. Tenant Meters

Meter Bank



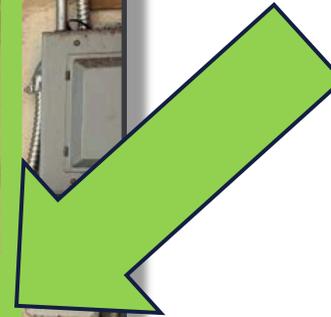
Tenant Meters

- Measures electricity used by each separate unit
- Lighting, TVs, microwave, etc.



House Meter

- Measures electricity used by common area lights, laundry, gym, etc.



Equitable Pricing through Design

Direct wiring with load balancer



Virtual submetering



Questions and Discussion

