

# PCE RESULTS FOR Multi-Family EV Charging

## AFFORDABLE EV CHARGING

By focusing on right-sized and affordable EV charging solutions, PCE’s EV Ready program is speeding up the installation of electric vehicle charging for **multi-family housing**, the most challenging sector for EV charging, as well as playing a crucial part of a fair, accessible, and affordable transition to EVs for all.

## Affordable. Scalable. Convenient. Grid-friendly.

Level 1 (L1) EV charging is the breakthrough solution for multi-family properties.




### Level 1 charging

- 1.9 kW, 60+ miles recharge overnight
- PCE program average cost: ~\$2,700/charger
- Avoids costly service upsizing
- Allows for a charger in every space

### L1 WORKS FOR MORE THAN 9/10 DRIVERS



**Bayview Condos project**  
143 smart outlets installed; 1 for every space

<p>By focusing EV charging projects on typical, everyday energy needs rather than L2 charging, California can install many more urgently-needed chargers for multi-family residents at lower cost.</p>	 <p><b>Average driver needs</b></p> <hr/> <p>Less than 30 miles per day met with overnight charging</p>	<p>+</p>  <p><b>Level 2 charging</b></p> <hr/> <p>Overbuilt for overnight charging, results in fewer chargers and increased parking constraints</p>	<p>=</p>  <p><b>Unnecessary cost to customers</b></p> <hr/> <p>12-18 month project delay</p> <p>Adds \$10B+ in utility system costs to ratepayers</p> <p>Extends the energization backlog</p>
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# Why Level 1 Charging Works for California Multi-Family Housing

## Lower cost, broader impact

L1 charging is significantly more affordable to install than Level 2 (L2)—about **\$2,700 per L1 charger** compared to roughly \$10,000 per L2 charger. Lower upfront costs make L1 a more practical option for property owners and allow public incentive dollars to go further.

## Increased access for residents

Because L1 charging is more affordable, property owners are able to install more chargers overall. Through PCE programs, **multi-family properties often install three times the number of chargers** they initially request. L1 charging can make it feasible to provide a charger in every assigned parking space, which is far more convenient for residents.

By contrast, higher-cost L2 installations usually result in a small number of shared chargers. That means residents must coordinate schedules, move cars, and compete for access—an experience most drivers find frustrating. A helpful way to think about it is to compare charging to laundry: people strongly prefer in-unit laundry over shared laundry rooms. The same principle applies to EV charging—having your own charger is simpler, more reliable, and better for daily life.

## L1 charging reduces peak demand & enhances grid reliability

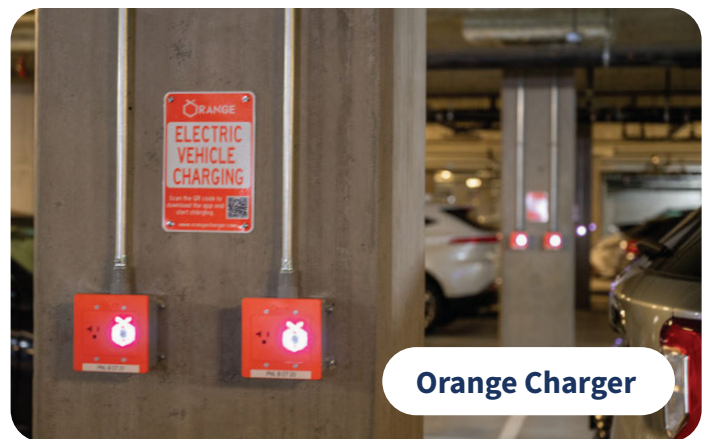
L1 charging supports grid reliability by spreading energy use over longer periods at lower power levels. Residents typically charge overnight at a slow, steady pace, which helps reduce peak demand. Achieving similar outcomes with L2 charging requires complex, managed charging programs, customer enrollment, and ongoing administration. Enrollment challenges can significantly limit the effectiveness of those programs. With L1, grid benefits are automatic—no special programs or behavior changes required.

## Supports long-term affordability

By avoiding high-power L2 charging and the costly grid upsizing they often trigger, L1 charging helps **reduce \$10B+ in infrastructure expenses** that would otherwise be passed on to ratepayers. Minimizing these costs is vital to electricity rate affordability and increases the likelihood of further EV adoption.

## What are smart outlets?

- “Smart L1” outlets are internet-connected outlets that enable billing and access controls.
- Level 1 charging is a common way for EV drivers to charge at home and provides 60+ miles of recharge overnight.
- Users plug in their own cords and pay for EV charging.



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