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VCE Board of Directors Meeting – Thursday, November 13, 2025

Item 10 – 2025 Operating Budget Update / 2026 Preliminary Budget



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Item 10 – 2025 Operating Budget Update / 2026 Preliminary Budget

Overview

VCE's 2025 Operating Budget net financial results are lower than forecasted primarily due to a significantly lower load than forecast for 2025. VCE's short-term (2026) outlook is predicted to use VCE's rate stabilization funds for the net losses from PCIA rate increases. VCE's longer-term outlook (2027+), indicates continued constraints due to both regulatory changes expected in Power Charge Indifference Adjustment (PCIA) calculations and lower overall forward current price curve driving higher PCIA rates.

This presentation will provide:

- 2025 Financials Update
- 2026 Preliminary Customer Rates and Budget options

1. 2025 Financials Update



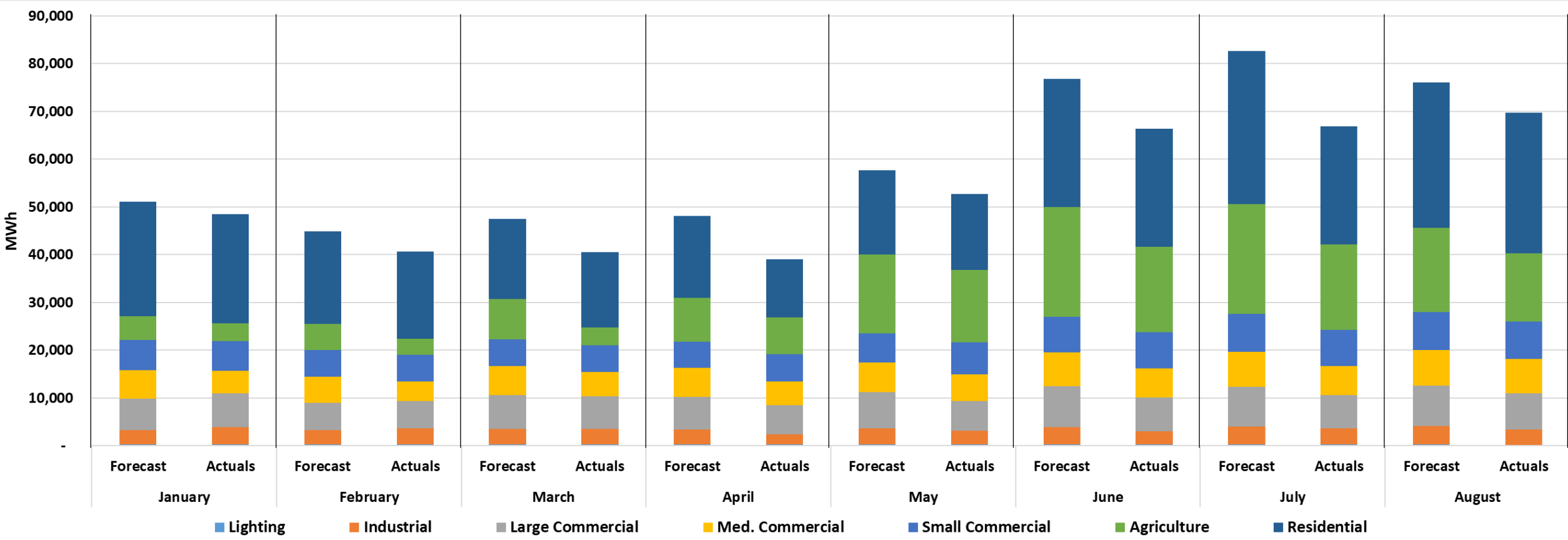
Item 10 - 2025 Operating Budget Update / 2026 Preliminary Budget

Key factors in the 2025 Operating Budget included the following:

- **2025 Customer Rates (VCE & PG&E Comparison)** - VCE set customer rates to collect sufficient revenue from participating customers to fully fund VCE's Budget and continue to contribute to reserve funds to obtain an initial investment grade credit rating.
- **2025 PCIA Forecast** –The updated PCIA increased from ~.002 KW/\$2M to .004 KW/\$4M
- **2025 Customer Rates Forecast** – The updated forecast for PG&E rates results in a projected 5-7% generation rate increase (higher increases currently being considered by the CPUC are associated with non-VCE portions of the bill such as transmission and distribution charges).
- **Additional considerations** - Program funding, staffing increases, strategic plan implementation, and office leasehold improvements.

Item 10 – 2025 Operating Budget Update / 2026 Preliminary Budget

VCE Retail Load Update (Forecast v. Actual)



Item 10 – 2025 Operating Budget Update / 2026 Preliminary Budget

2025 Budget Proforma Update (8 Months Actuals – unaudited)

Description	2025 Proforma (8 Month Actuals + 4 Month forecast)		Variance
	APPROVED 2025 BUDGET		
Revenue	\$ 101,200	\$ 88,670	\$ (12,530)
Power Cost	\$ 64,100	\$ 57,100	\$ 7,000
Other Expenses	\$ 7,750	\$ 4,950	\$ 2,800
Net Income	\$ 29,350	\$ 26,620	\$ (2,730)

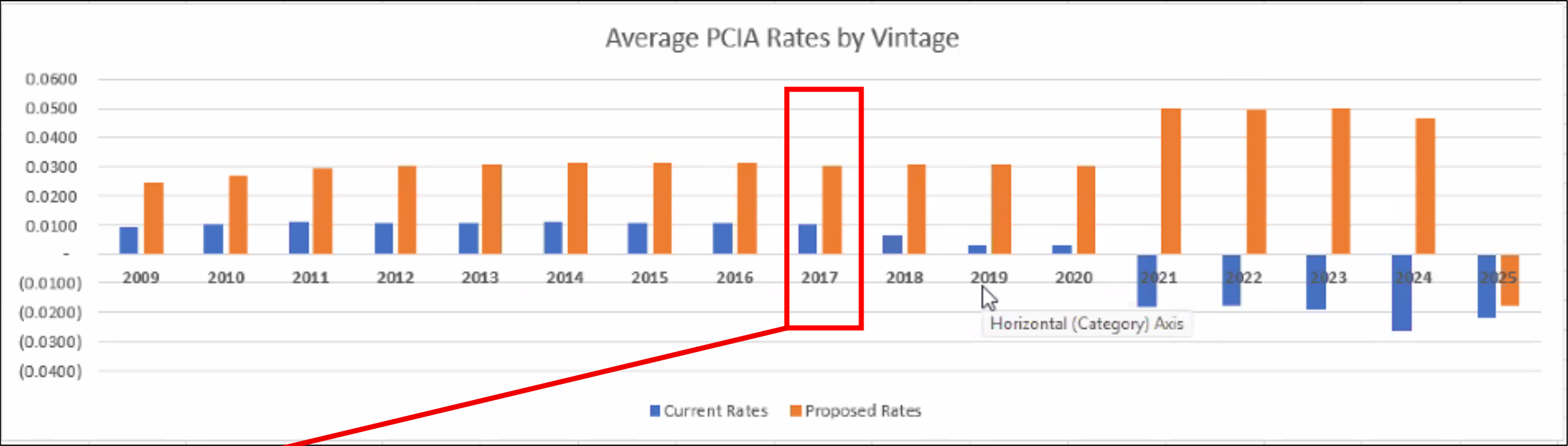
Key Highlights

- Budgeted Revenues - Lower than normalized load has resulted in lower revenues.
- Power Costs – Lower near term power costs have been outpaced by RA and Renewable Energy Credits prices.
- Other Expenses – Lower budgeted staffing, lower budgeted programs, and higher interest earnings than forecasted.

3. 2025 Preliminary Budget and Multi-Year Forecast Update

Item 10 – 2025 Operating Budget Update / 2026 Preliminary Budget

Key Factors - Preliminary draft Budget



VCE PCIA

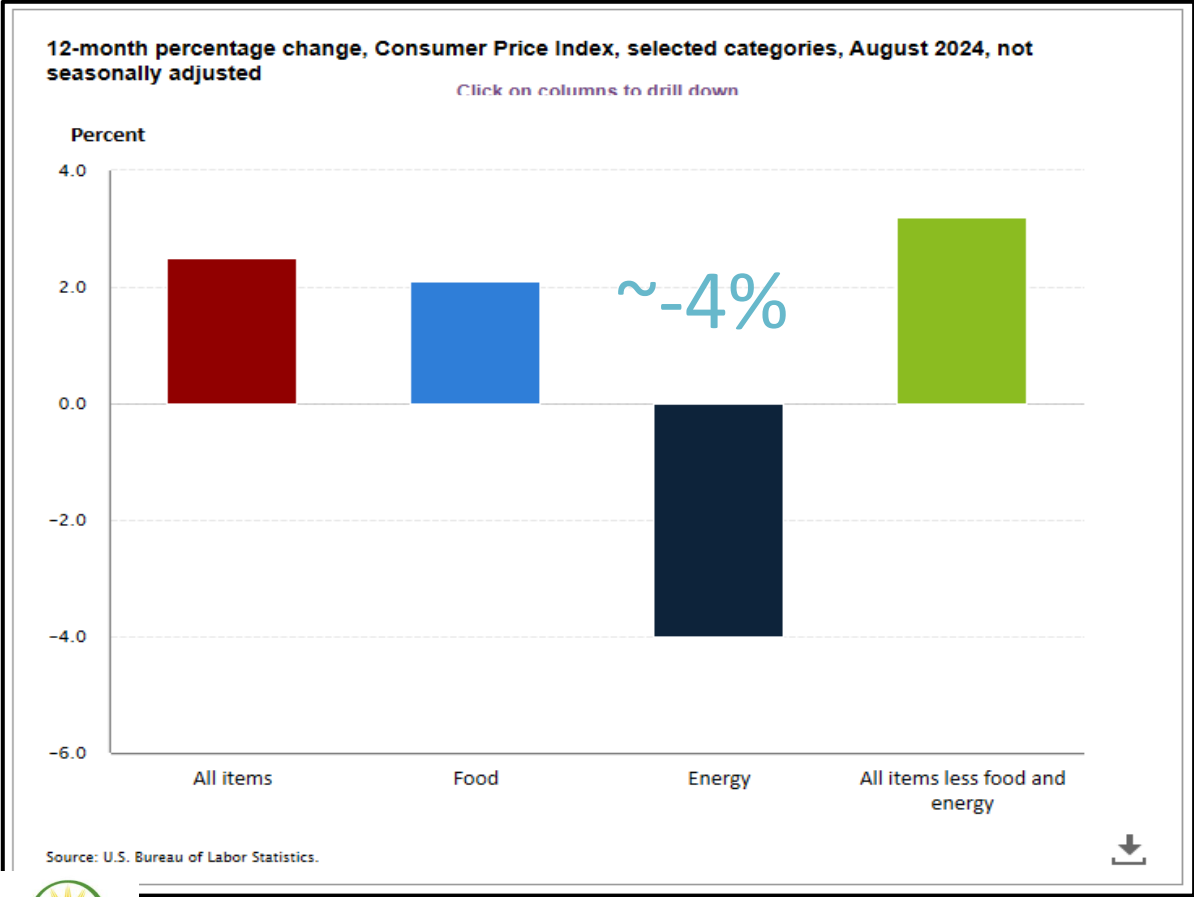
Due to regulatory changes and recent power market decreases, the forecasted increase in the PCIA for 2026 has resulted in a ~\$23M decrease in gross revenues to VCE. PCIA is outside of VCE’s control and influence.



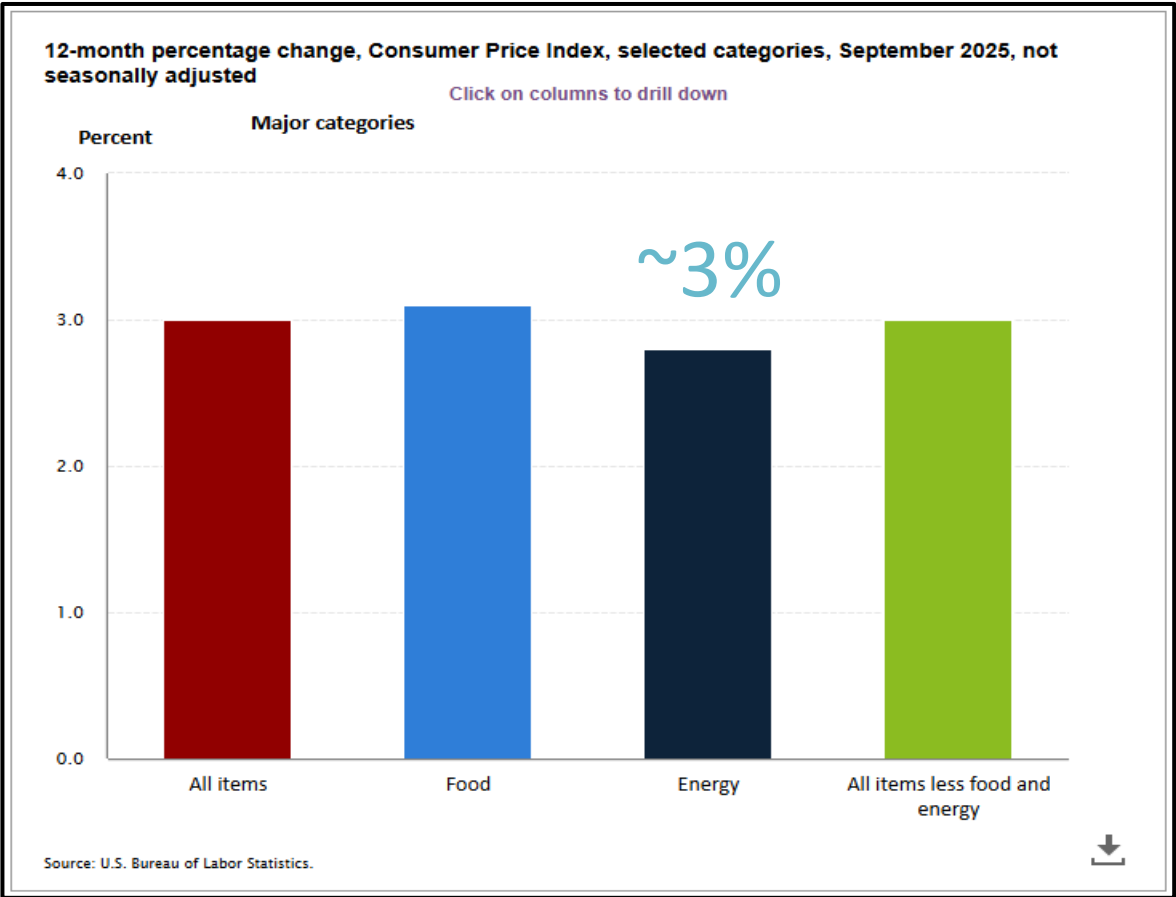
Item 10 – 2025 Operating Budget Update / 2026 Preliminary Budget

Inflation costs drivers have become more stable

2024 CPI Trend (Prior Year)



2025 CPI Trend (Current Year)



VCE's Reserve and Dividend Policy

The Board adopted updated reserve policy and dividend program guidelines at the December 12, 2025 meeting.

The proposed draft policy modifications include:

1. An increased Operational Financial Reserve minimum from 30 days to 120 days ✓
2. An Increased Operational Financial Reserve Target of 180 from 90 days (this increase aligns with current minimums typically seen for CCA qualification for investment grade credit ratings) ✓
3. Addition of a Rate Stabilization Reserve minimum target of 60 days ✓
4. Increased the minimum net margin allocation of 75% from 50% towards financials reserves of net margin above > 5% ✓

Rate Discounts/Revenue Investment

Revenues can be “invested” in rate discounts, programs, increased procurement of clean energy resources (e.g. short-term RECs), or a combination of these and other elements.

- Every 1% discount results in approximately \$1.50/month reduction in the average residential customer bill and approximately \$3.75/month reduction in the average small commercial customer bill
- Every 1% discount would be approximately \$500K in reduced net income available for cash reserves, rate stabilization, programs, and procurement of additional clean energy resources. Net Income allocations for reserves and programs are normally evaluated in May as part of VCE’s audited financial results.
- If selected, rate discounts are best implemented during PG&E rate changes (e.g. January), to minimize billing efforts, risk of errors, and customer messaging.

Item 10 – 2025 Operating Budget Update / 2026 Preliminary Budget

2026 Draft Budget & Rate Scenarios

- Scenario 1: Continuation
 - 5% standard / 10% CARE/FERA/ Medical Baseline rate discounts to PG&E generation rate
 - approximately \$3.8M net revenue reduction
- Scenario 2: Slight Decrease
 - 2.5% standard / 5% CARE/FERA/Medical Baseline rate discounts to PG&E generation rate
 - Approximately \$1.9M net revenue reduction
- Scenario 3: Matching & CARE/FERA discount
 - Standard matching / 2.5% CARE/FERA/Medical Baseline discount to PG&E generation rate
 - approximately \$750K net revenue reduction

Item 10 – Draft 2025 Operating Budget & Customer Rates – Update

Table 5 – Budget Scenario Comparison

			Actual YTD August 31 (8 MO) + Forecast (4 MO)	Proposed Budget	Preliminary Forecast*		
Scenario 1 5% Standard /10% CARE/FERA Discount	2023	2024	2025	2026	2027	2028	2029
Customer Revenue	95,430	97,979	88,670	45,010	68,100	66,180	63,750
Power Cost	68,528	64,723	57,100	53,550	54,380	58,380	60,200
Other Expenses	6,030	6,275	4,950	7,120	7,660	7,850	8,050
Net Income	20,872	26,981	26,620	(15,660)	6,060	(50)	(4,500)
Scenario 2 2.5% Standard /5% CARE/FERA Discount	2023	2024	2025	2026	2027	2028	2029
Revenue	95,430	97,979	88,670	46,910	70,270	68,470	66,150
Power Cost	68,528	64,723	57,100	53,550	54,380	58,380	60,200
Other Expenses	6,030	6,275	4,950	7,120	7,660	7,850	8,050
Net Income	20,872	26,981	26,620	(13,760)	8,230	2,240	(2,100)
Scenario 3 Standard Matching / 5% CARE/FERA Discount	2023	2024	2025	2026	2027	2028	2029
Revenue	95,430	97,979	88,670	48,810	72,430	70,490	67,950
Power Cost	68,528	64,723	57,100	53,550	54,380	58,380	60,200
Other Expenses	6,030	6,275	4,950	7,120	7,660	7,850	8,050
Net Income	20,872	26,981	26,620	(11,860)	10,390	4,260	(300)

* Revenues are highly subject to PG&E filings that impact generation rates and PCIA.

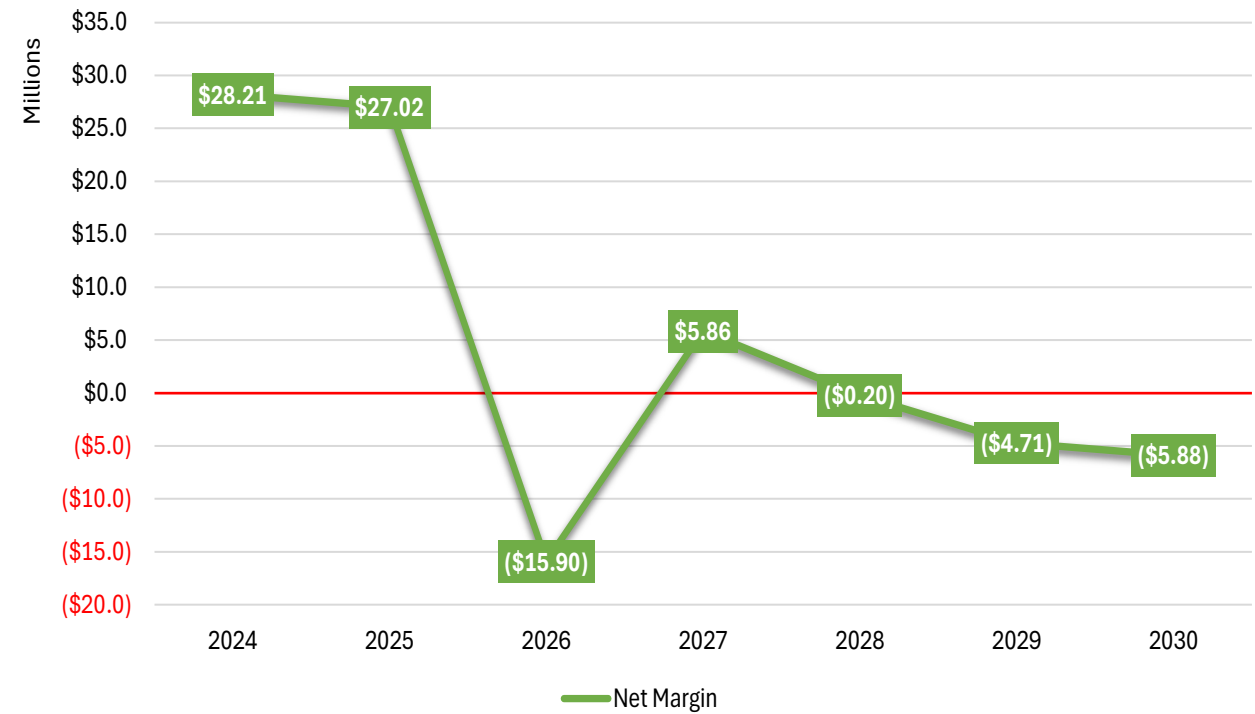


Item 10 – Draft 2025 Operating Budget & Customer Rates – Update

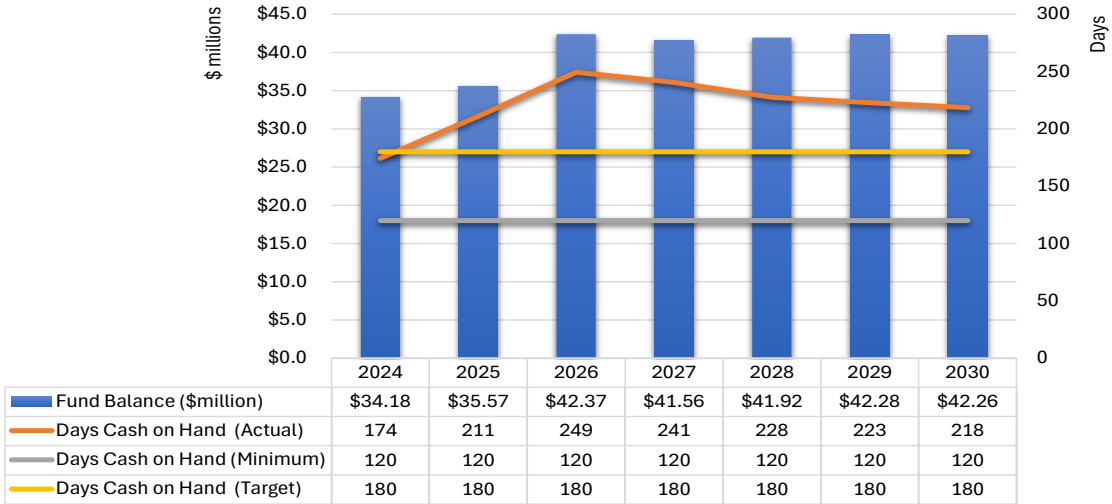
Scenario 1: Continuation

- 5% standard / 10% CARE/FERA/ Medical Baseline rate discounts to PG&E generation rate
- approximately \$3.8M net revenue reduction

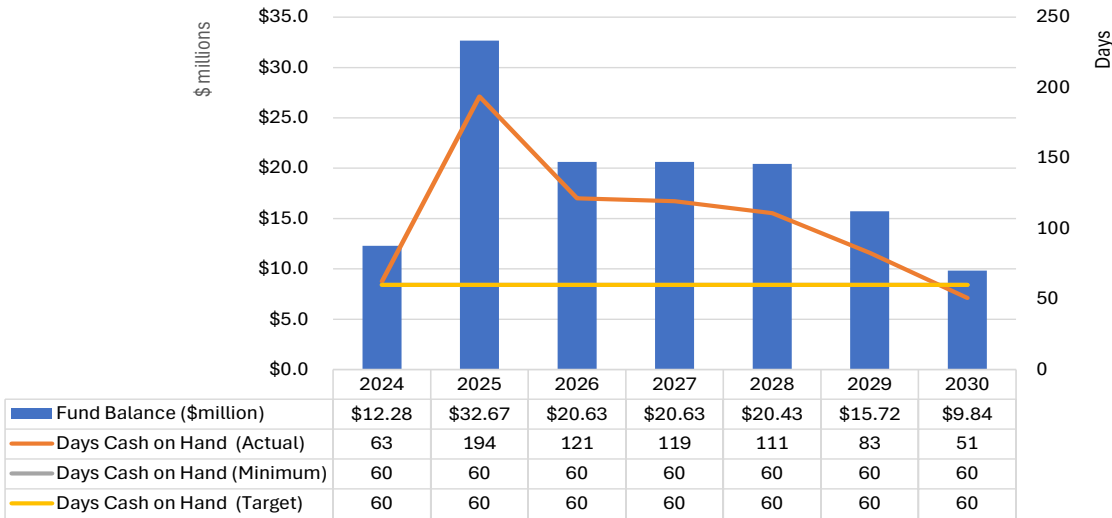
Annual Net Margin



Operating Reserve Fund Balance



Rate Stabilization Reserve Fund Balance

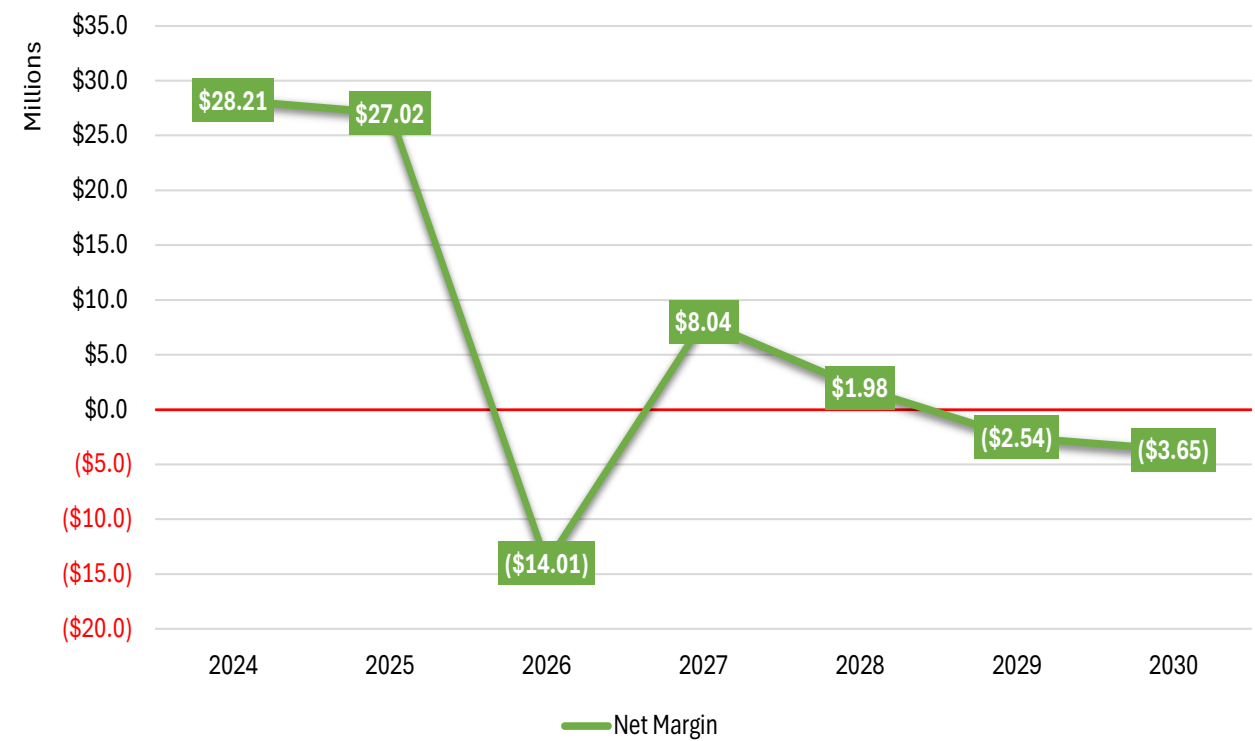


Item 10 – Draft 2025 Operating Budget & Customer Rates – Update

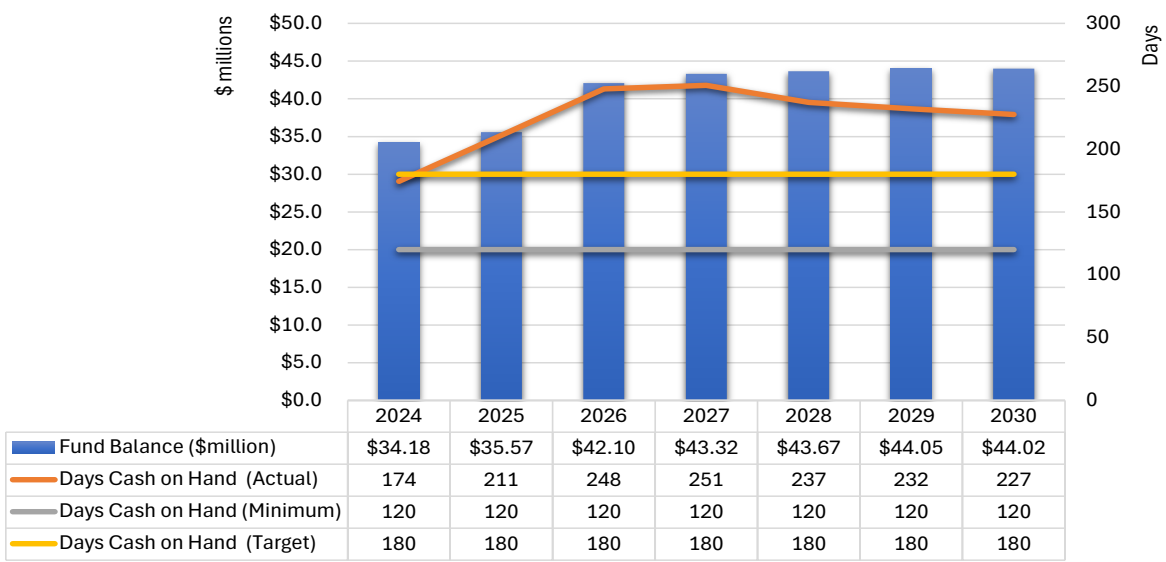
Scenario 2: Slight Decrease

- 2.5% standard / 5% CARE/FERA/Medical Baseline rate discounts to PG&E generation rate
- Approximately \$1.9M net revenue reduction

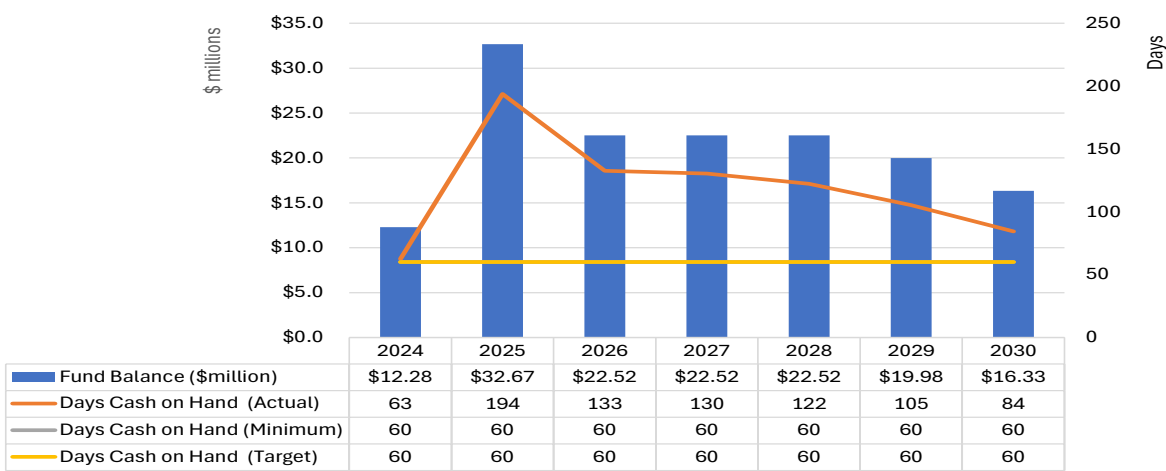
Annual Net Margin



Operating Reserve Fund Balance



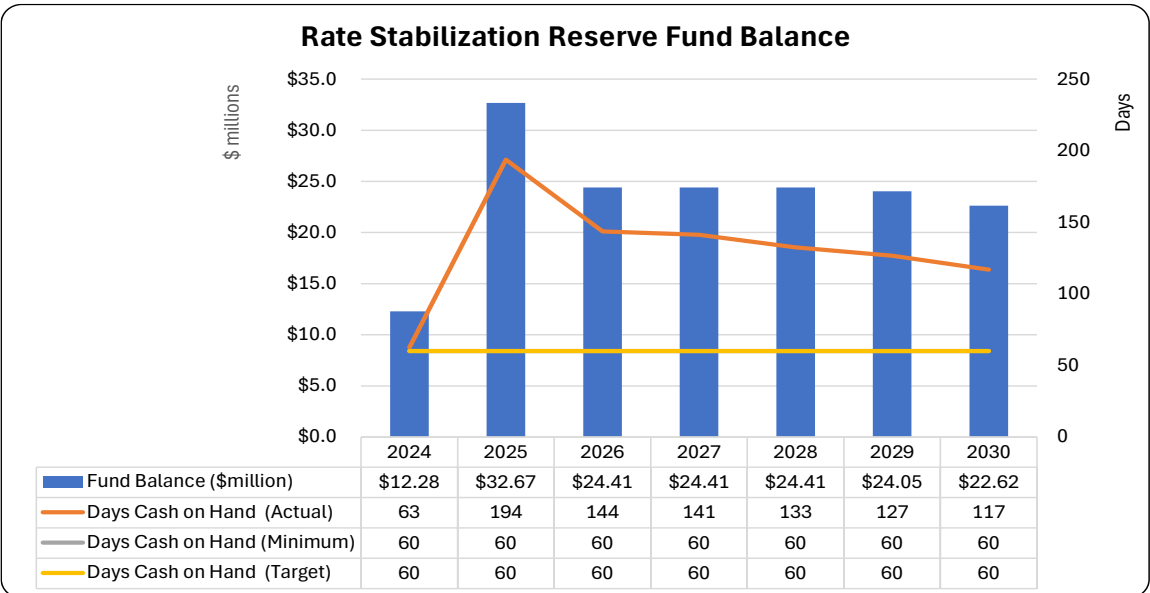
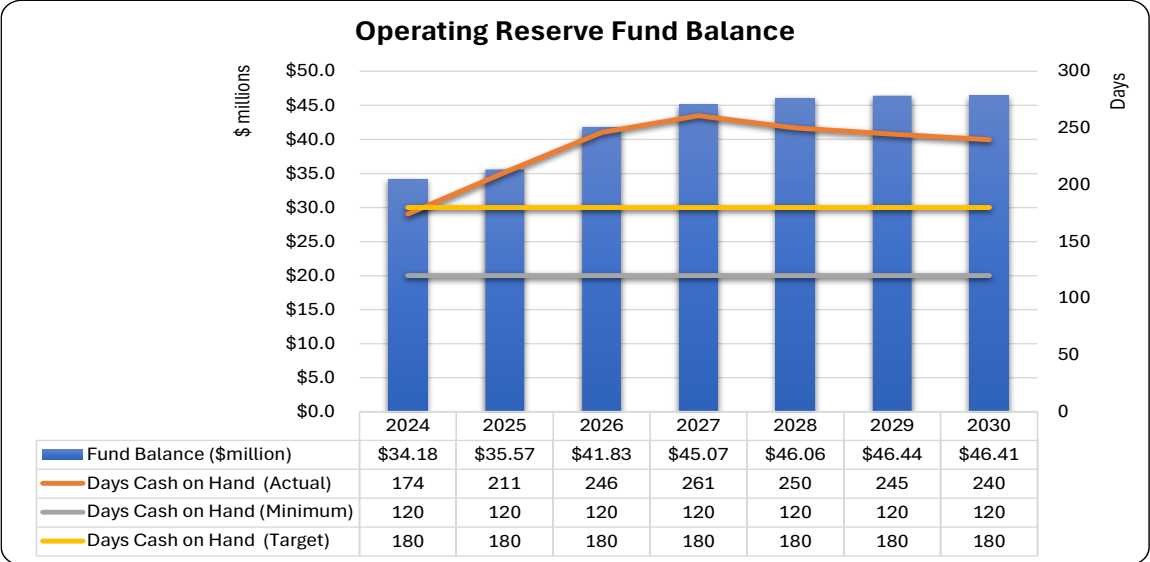
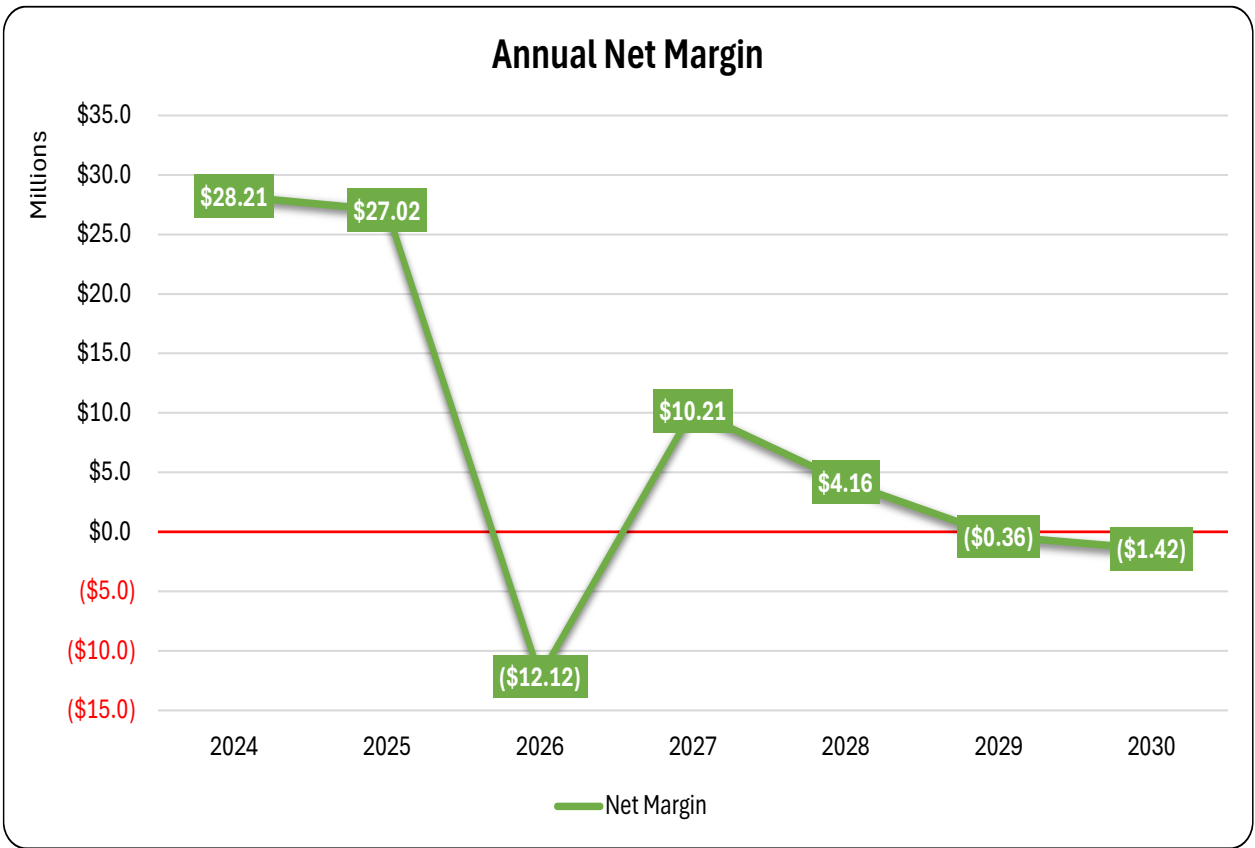
Rate Stabilization Reserve Fund Balance



Item 10 – Draft 2025 Operating Budget & Customer Rates – Update

Scenario 2: Matching & CARE/FERA discount

- Standard matching / 2.5% CARE/FERA/Medical Baseline discount to PG&E generation rate
- approximately \$750K net revenue reduction



Next Steps and Discussion

Next Steps

2026 Budget Adoption

- ✓ November 2025 – Preliminary 2026 Customer Rate & Budget Forecasts
 - December 2025 – Recommended 2026 VCE Customer Rates and Budget for Adoption

2026 Budget Monitoring

- 2025 Financial Audit – January 2025 – April 2025
- 2025 Net Margin Allocation – May 2025
 - Allocation of audited Net Margin to Reserves, Customer Programs, and Dividends
- 2026 Mid-Year Update
 - Review of 2026 Pro-forma Financial Results
 - Review of any proposed Customer Rate Adjustments

Item 10 – 2025 Operating Budget Update / 2026 Preliminary Budget

Summary & Discussion

The preliminary 2026 operating budget scenarios meet VCE's current and anticipated fiscal policy updates while providing funds for rate relief and/or other customer focused investments (e.g. programs, additional clean energy procurement). Based on the Board's feedback and direction, staff will return with an updated Operating Budget/customer rates recommendation in December 2025.

The preliminary 2026 operating budget/rate scenarios are based on the best available information on PG&E generation rates and PCIA as of October 2025 CPUC filings.



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VCE Board of Directors Meeting – Thursday, November 13, 2025

Item 11 – Charge Your Ride: Electric Vehicle Rebate Pilot Phase 2



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Item 11 – Charge Your Ride: Electric Vehicle Rebate Pilot Phase 2

Road Map

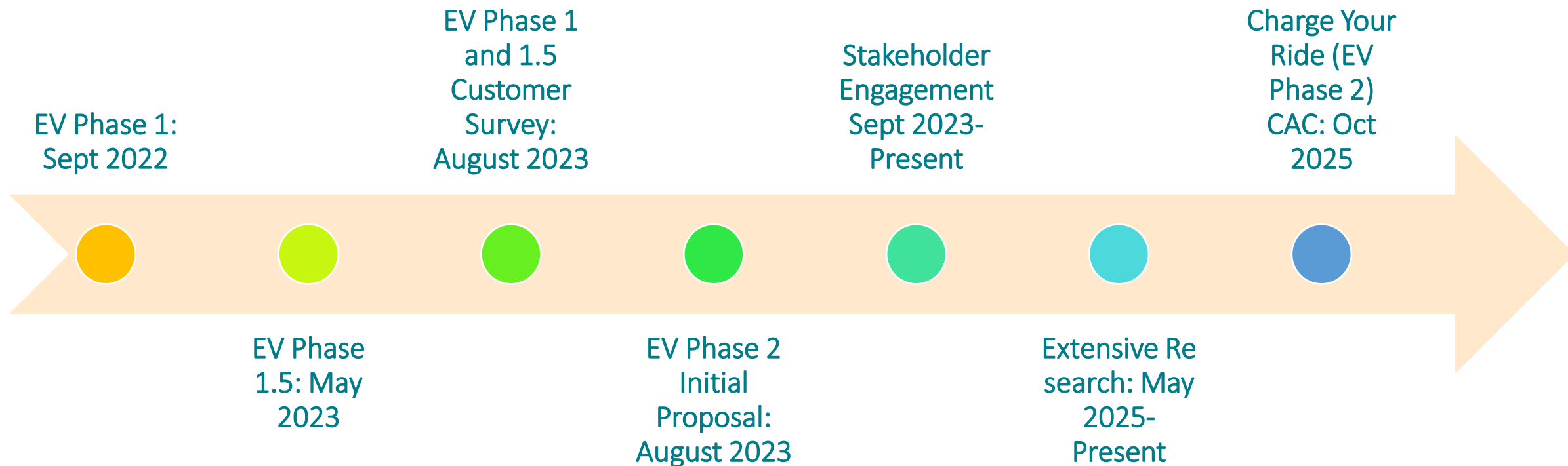
- **Background & Timeline**
 - EV Phase 1 and 1.5
- **Engagement Process**
 - Survey, Academic Research, Other CCA Programs, and Stakeholder Input
- **Pilot Program Goals and Design**
 - 3 Program Elements
- **Budget Options**
- **References**

Background & Timeline

Item 11 – Charge Your Ride: Background & Timeline

Key Numbers from Phases 1 & 1.5:

- 31 standard income EV rebates; 10 low-income EV rebates for new vehicles



Engagement Process

Item 11 – Charge Your Ride: Engagement Process

Extensive Customer & Stakeholder Engagement Summer 2023-Present

- Customer Survey: 572 responses
 - >50% responded with no plans to buy an EV in next 2 years. If they did recently purchase, they were seeking rebates
 - High level of concern re EV charging access
 - Reasonable to assume that affects EV purchasing decisions
- Academic Research
 - Articles; Discussions with UC Davis Researchers
- Other CCA Program Designs; PG&E Administered Rebate Program
- Stakeholder Conversations (CBOs, etc.)

Pilot Program Goals and Design

Item 11 – Charge Your Ride Pilot Goals and Design

Pilot Goal: Transportation Electrification

- *The "Why"*: As of 2022, 57% of transportation GHG emissions are from light-duty and passenger vehicles. Many customers, especially low-income and renters, are priced out of fuel switching and lack access to charging
- *The "How"*:
Remove barriers to access to Electric Vehicles (EVs) and EV charging, especially for those experiencing the highest barriers



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Item 11 – Charge Your Ride Pilot Goals and Design

Setting the Scene: Equitable, Strategic Electrification

- **Barriers** can include socioeconomic & systemic limitations preventing access to opportunities, such as transportation electrification
 - Historically disadvantaged communities see less EV adoption
- Investing in EVs and EV infrastructure as long-term, strategic goal
- Program design based on Culturally Responsive and Equitable Evaluation (CREE) framework
- Staff worked with UC Davis to hone design & incentive levels (academic research on EVs; EV infrastructure), 20+ publications
- **Two primary factors affecting EV adoption and buying decisions:**
 - Lack of access to charging
 - Purchase costs

Item 11 – Charge Your Ride Pilot Goals and Design

Pilot Design: Program Elements

- **Element 1:** Incentives for pre-owned EVs for low-income customers
 - Similar to Phases 1 and 1.5, eligibility determined by "proxy" program (Ratepayer funded Pre-Owned EV Rebate – Administered by PG&E)
- **Element 2:** Incentives for multi-family Level 1 (L1) and Level 2 (L2) charging outlets and stations
 - Not limited to low-income properties
- **Element 3:** "White glove" technical support provided by VCE to support multi-family property owners throughout the project lifecycle
 - Critical element for project success, as well as strengthens customer satisfaction and builds relationships for future programs (e.g. home fuel-switching)

Item 11 – Charge Your Ride Pilot Goals and Design

Additional Considerations

- Multi-family home access to charging is critical
- Infrastructure upgrades are key, pave the way for further electrification
- Transportation is the second-highest household cost
- Chicken or egg?
 - Chargers must come before EVs
- California currently only has 20% of the EV chargers needed by 2030

Budget Options & Scenarios

Item 11– Charge Your Ride: Budget Scenarios

Total
Proposed
budget for
each option:
\$1,000,000

*Note: these are
sample scenarios
– totals may
vary based on
participation in
the pilot*

	Budget Scenario 1	Budget Scenario 2 (Staff Recommendation)	Budget Scenario 3
Low Income, pre-owned EV Rebates	70 cars	70 cars	N/A
Level 1 Projects/Chargers	13 projects; 1-10 chargers each (total chargers up to 130)	13 projects; 1-10 chargers each (total chargers up to 130)	15 Projects; 1-10 chargers each (total chargers up to 150)
AND Level 2 Projects/Chargers	12 projects; 1-6 chargers each (total up to 60 chargers)	12 projects; 1-6 chargers each (total up to 60 chargers)	12 Projects; 1-10 chargers each (total up to 120 chargers)
Add'l	18 panel upgrades	25 charger maintenance, 10 panel upgrades	25 charger maintenance, 2 panel upgrades

Item 11 – Charge Your Ride: Budget Options

Staff Recommendation Budget Option 2: EVs and Charging, Charger Maintenance, Tech Assistance	Pilot Program Elements	Project Incentive Category	Cap	Total
	Pilot Program Element 1: EVs	Low-income qualifying Pre-Owned EV Rebate	Up to \$3,500	\$245,000
	Pilot Program Element 2: Charging	Charger Maintenance	Up to \$500/charger	\$635,000 Total project cost not to exceed \$35,000 per property
		Charging Outlets + Readiness (L1)	Up to \$2,500/outlet	
		Charging Stations + Readiness (L2)	Up to \$4,000/station	
	Pilot Program Element 3: Tech Assistance	Multi-family Property Owner Tech Assistance, Program Admin & Contingency	Up to \$120,000	\$120,000
	Budget Total			\$1,000,000



When all other readiness options have been exhausted (e.g. circuit splitters/pausers), some customers may need panel upgrades. Eligible customers could receive up to \$5,000 for electrical panel upgrades.

Item 11 –Program Comparisons: EV & Charger Rebates

What are other CCAs/LSEs doing?

	CCA/IOU Program Administrator	Description
EV Cars	PG&E: EV Pre-Owned Rebate	\$4,000 for low income; post-sale (title required to verify)
	PCE: Used EV Rebate	\$2,000 towards purchase of BEV or PHEV; Applicants must earn less than \$150k/year
	RCEA: EV Rebates	\$2,000 for BEVs only for residential or business applicants
	SVCE: EV Program	\$2,000 , depending on income level, for new or used BEV or PHEV
	3CE: Electrify Your Ride	\$2,000-\$4,000 , depending on income level, for new or used BEV, PHEV, or E-Motorcycles
	SBCE: Residential EV Program	\$1,000-\$4,000 , depending on income level, for new or used BEV or PHEV
EV Chargers	PG&E: Res. Charger Solutions	Offers 50% reimbursement on charger electrification projects
	PCE: EV Ready Program	Offers \$2,000-\$5,000 per port for residential and non-residential building types. Also, offers 0% financing for all-electric home conversion projects.
	SJCE: MF Charger Assistance	\$2,000-\$5,000 per L1 or L2 charger & panel rightsizing, do not exceed \$50,000/project
	SJCE: EcoHome Rebates	\$4,000-\$4,750 , offers panel upgrades, EV prewiring, circuit splitters, and pausers
	SVCE: MF Charging Incentives	Up to \$100,000 per MF property , \$1,000-\$5,000 per panel upgrade & chargers (L1 or L2)
	3CE: Electrify Your Ride	Up to \$700 for L2 charger rebates, up to \$4,000 in EV readiness rebates
	SBCE: EV Make Ready Rebate	\$2,000-\$4,000 , Depending on income

Item 11 – Charge Your Ride Pilot Next Steps

Next Steps

- Staff seeking Phase 2 approval
 - CAC, POTG have reviewed and agree with staff's recommendation
- Refine Terms & Conditions for participation
- Refine Scope of Work with SMUD or other contractors
- Refine, deploy Marketing & Outreach Strategy
- Launch in Q1/Q2 2026 (if approved)
- 9-month geographic cap removed
- Midpoint program evaluation; final program eval

Reference Slides

Item 11 – Charge Your Ride: Customer Profiles

Customer A:

- Renter
- Received both stackable EV Rebates, total of \$7,500
- Lives in an apartment that already has EV chargers
- Transitioned from ICE vehicle

Customer B:

- Multi-family property owner, 30-40 units (assigned parking)
- 12 Level 1 chargers installed with direct metering
- Went through whole process with tailored, expert guidance from an Electric Advisor-type case manager
- Advertised EV rebate to their tenants, attraction/retention of tenants; excited to participate in future home electrification pilots

Customer C:

- Renter
- Lives in Customer B's apartment complex
- Received both stackable EV rebates, total of \$7,500
- Charges on a Level 1 charger in their assigned parking spot
- Transitioned from ICE vehicle
- Future tenants have access to charging

Item 11 - Charge Your Ride: Budget Options

Budget Option 1: EVs and Charging, Charging Maintenance, (no Tech Assistance)	Pilot Program Elements	Incentive Category	Cap	Total project cost not to exceed \$35,000 per property
	Pilot Program Element 1: EVs	Pre-Owned EV Rebate, low-income qualifying only	Up to \$3,500	
	Pilot Program Element 2: Charging	Charging Outlets + Readiness (L1)	Up to \$2,500 per outlet	
		Charging Stations + Readiness (L2)	Up to \$4,000 per station	
	All Pilot Program Elements	Program Admin & Contingency	Up to \$100,000	
		Budget Total	\$1,000,000	



When all other readiness options have been exhausted (e.g. circuit splitters/pausers), some customers may need panel upgrades. Eligible customers could receive up to \$5,000 for electrical panel upgrades.

Item 11 – Charge Your Ride: Budget Options

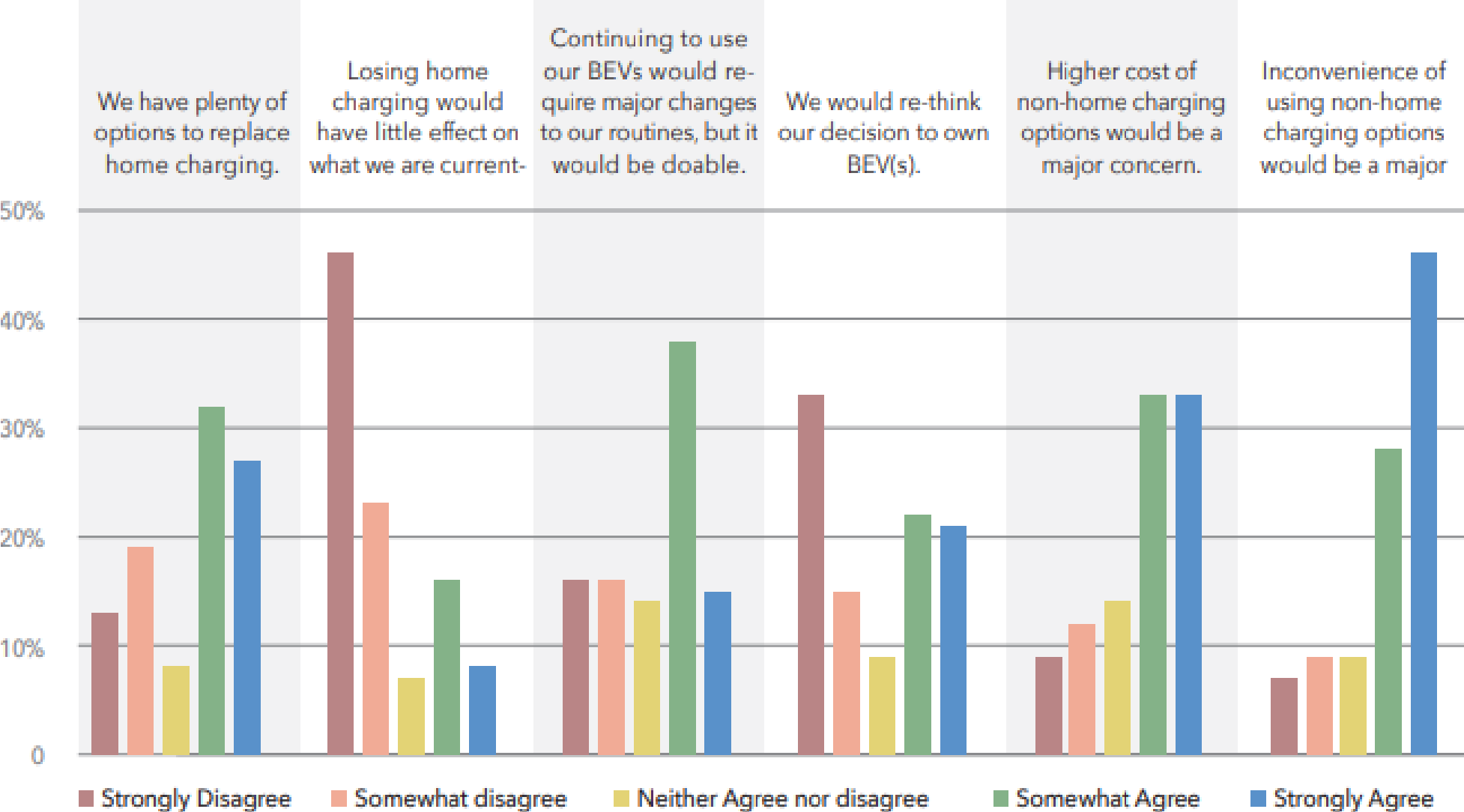
Budget Option 3: Charging, Charger Maintenance, Tech Assistance, (No EVs)	Pilot Program Elements	Incentive Category	Cap	Total project cost not to exceed \$35,000 per property
	Pilot Program Element 2: Charging	Charger Maintenance	Up to \$500	
		Charging Outlets + Readiness (L1)	Up to \$2,500	
		Charging Stations + Readiness (L2)	Up to \$4,000	
	Pilot Program Element 3: Tech Assistance	Program Admin & Contingency	Up to \$100,000	
	All Pilot Program Elements	Budget Total	\$1,000,000	



When all other readiness options have been exhausted (e.g. circuit splitters/pausers), some customers may need panel upgrades. Eligible customers could receive up to \$5,000 for electrical panel upgrades.

Item 11 – Charge Your Ride: Importance of Charging

Perceptions of Charging Options in the Event Respondents Did Not Have Home Charging Access



Item 11 – Charge Your Ride: Multi-family Charging Scaling

Charging Projects		L1 Chargers	L2 Chargers
Number of Housing Units	Chargers Allowable	Max Funds Amount (\$)	Max Funds Amount (\$)
5 to 10	2	4000	8000
10 to 20	6	12000	24000
20 to 30	10	20000	40000
30 to 40	12	24000	48000
50 to 100	16	32000	64000
100+	17	34000	68000

Item 11 – Charge Your Ride: Key Research and Stakeholder Contacts

Key Data Points

- California Central Valley and Bay Area Research, along with nationwide research shows top 2 hindering factors to EV adoption: lack of access to charging, start-up costs to purchase an EV. (*Hardman et al., 2025*) and (*Pamidimukkala, 2023*).
- Higher-income households are more likely to have home charging access and more public chargers in their communities (*Hsu and Fingerman, 2024*).
- “...increasing PEV charging infrastructure-as a tool to promote PEV sales, especially to people who are not already PEV owners,” (*Hoogland et al., 2024*).
- Zero-emission vehicle adoption is highest in higher-income areas and in non-disadvantaged areas (*Sheldon, 2022*).
- Renters have the hardest time with EV adoption (*Hoogland et al., 2024*).
- While there is a need for DC fast charging and while it is publicly located, it also comes with higher costs for charging (*Hardman et al. 2024*).
- Circuit Splitters and Pausers: This has benefits in reducing overloading or overshooting loads. This will also provide infrastructure for other electrification projects in future that property owners or residents may take on. (*Walker and Less, Slide 20 to 25, 2022*).
- As of 2022, 57% of transportation GHG emissions are from light-duty and passenger vehicles. (*EPA, 2024*).
- Retention of EV owners is greatly increased when there is access to home charging (*Hardman, 2025*).

Stakeholder Contact List:

- POTG Presentations: 4 presentations at POTG meetings
- Staff Feedback: two, 1-hour sessions and 4+ side conversations
- SMUD Staff: 4 meetings about potential management
- Yolo County Climate Action and Sustainability
- Scott Hardman - University of California, Davis, Institute of Transportation Studies, Assistant Director and Associate Research Faculty
- Gil Tal – University of California, Davis, Institute of Transportation Studies, Adj. Associate Professor, Department of Environmental Science and Policy, Director for the Electric Vehicle Research Center, Director for the STEPS+ Research Group, Admission Advisor to the Graduate Group in Transportation Technology and Policy (TTP)
- Cori Jackson – University of California, Davis, California Lighting and Technology Center Program Manager
- Ben Finkelor – University of California, Davis Energy and Efficiency Institute Executive Director
- Ian Evans, Executive Director of the Yolo Housing Authority (YCHA)
- Phillip Kobernick, Peninsula Clean Energy, Transportation Programs Manager
- Josh Chanin, San Jose Clean Energy, Senior Decarbonization Program Specialist
- CalCCA Equity Committee
- CalCCA Programs Committee
- Cool Davis community members
- Cool Davis Transportation Task Force
- Cool Davis DEVA Task Force
- Property Owners in Yolo County
- Windemere Property Management (Formerly Lyon Estates)

Item 11 – Charge Your Ride: Anticipating Questions

Q: What did Charge Your Ride score on the Board-approved Programs Scoring Rubric?

A: 2.60 (out of 3.0; among the highest of all VCE pilots)

Q: Why so much per BEV? Why EVs?

A: Rebates for EVs are a type of retrofit for residential customers. Per EPA, the majority of transportation emissions are from light-duty passenger vehicles.

A: BEV only for max GHG reduction. Right-sizing EV transition to typical use cases.

Q: Why low-income?

A: Renters, low-income and disadvantaged communities have historically been cost- and access-excluded from EV adoption. Staff's conversation with YCHA heavily emphasized the importance of low-income, and EV cars, for Phase 2.

Q: Why not public fast charging?

A: While there is a need for DC fast charging and while it has public benefits, it also comes at higher costs to customers. DC Fast Chargers are often biased in location to higher-income areas (Gamage and Tal, 2023).

Q: Is this the most efficient, effective use of Programs funds?

A: Staff believes that incentivizing EVs for low-income, and charging for multi-family, to be high priorities for GHG emissions reductions, fuel switching, customer satisfaction, and equitable access to EVs and charging



Q: What do we do about individually versus master metered?

A: From GIS research, discussions with property owners and meetings and presentations with PCE, this is part of what will be handled in technical assistance.

Q: How will this be share equally among jurisdictions?

A: We recommend capping rebates geographically for the first 9 months of the program. Most other similar CCA programs are first-come, first-served.

Q: Why not workplace or single-family charging?

A: This is Phase 2 of a pilot program; there is room to do other focused in future phases or programs. The drafted program design is based on a significant body of research done primarily in the California Central Valley and Bay Area.

Q: Why not do rebates for heat pumps or similar items?

A: Heat pumps and other building electrification retrofits are very important for building electrification and staff is planning to address this in other pilot program designs.

Q: Why Level 1 not just Level 2?

A: Most cars can get 60+ miles with overnight charge. Avg. daily travel: ~30 miles, meets 96% of needs. Helps avoid service upgrades and is cheaper.

Item 11 – Charge Your Ride: Defining Terms

Electric Vehicle: An EV or electric vehicle runs on electricity. EVs are rapidly becoming the preferred car globally because of cost and environmental benefits. The three types of EVs are Battery Electric Vehicles (BEVs), Plug-In Hybrid Electric Vehicles (PHEVs) and Hybrids.

BEV (battery electric vehicle): A BEV is an EV that runs only on electricity. BEVs provide the greatest cost and environmental benefits.

ZEV (zero-emissions vehicle): Zero-emission vehicles are cars that emit no greenhouse gases. Full battery electric vehicles (BEVs) are Zero-Emission Vehicles.

PHEV (plug-in hybrid electric vehicle): PHEVs run on both gas engines and electric batteries. Some PHEVs first run on electricity and then switch to gas when electricity runs out. Others use both simultaneously. PHEVs are not as efficient as BEVs but offer more environmental and cost benefits than hybrids.

Greenhouse Gas Emissions: Greenhouse gas emissions such as carbon dioxide (CO₂) are generated by burning fossil fuels. ICE vehicles are a leading cause of GHG emissions. Switching to EVs significantly reduces GHG emissions.

Charging Station: A charging station refers to where you charge your EV both in public and at home.

Level 1 (L1): In North America, Level 1 (L1) AC charging is the slowest type of EV charging. Level 1 requires no special equipment and can connect to a standard wall outlet delivering AC power.

Level 2 (L2): Level 2 (L2) AC charging is the intermediate type of EV charging. Many EVs use Level 2 charging at home and in public.

Level 3 (L3): Level 3 (L3) DC charging is the fastest type of EV charging. EVs can use Level 3 charging in public when going long distances or when time is scarce.

Plug: Another term for an EV's connector.

Port: A port is where a station's connector plugs into an EV to charge on the EV itself. The different types of connectors plugs all have corresponding ports.

Outlet: The electrical receptacle that supplies power to the charger.

Adapter: An EV adapter allows an EV to connect to different types of EV chargers. For example, a Tesla can use adapters to connect to other types of EV chargers.

Kilowatt (kW): A kilowatt is a measure of power or the rate at which energy is used. Kilowatts influence the speed of EV charging.

Kilowatt-hour (kWh): A kilowatt-hour is a measure of energy use over time and is used to track the amount of energy added to an EV battery while charging. More kWh means more energy for an EV to run on.