Electrifying Transportation in California

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EV Customer Programs

Together, Building
a Better California

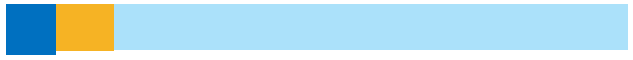
Current State of Electric Transportation in CA

ELECTRIC VEHICLES

- **1,742,801** EVs registered [1]
- **40%** of EVs sold in US were in CA[1]
- **28%** of sales in 2023 were EVs (up from 23% in 2022) [2]
- **1 of 2** EVs sold in 2023 was a Tesla[2]

INFRASTRUCTURE

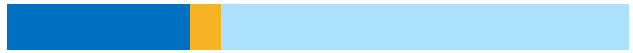
L2 CHARGERS: 970K by 2030[3]



9%
Of goal

31,779 Public **51,818 Private**

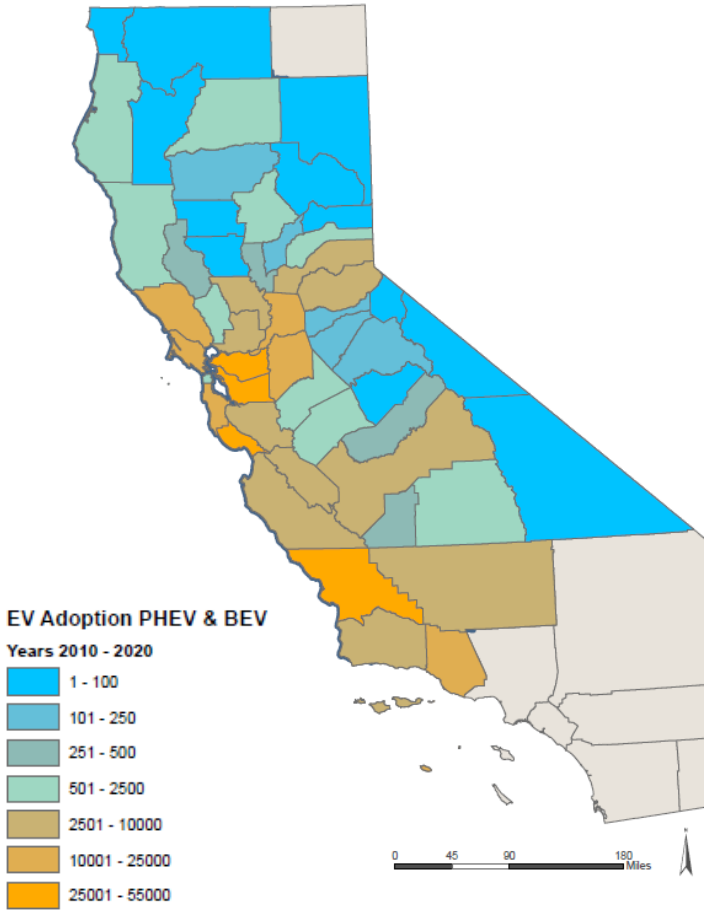
DCFC CHARGERS: 39K by 2030[3]



26%
Of goal

9,605 Public **653 Private**

EV ADOPTION (CA)



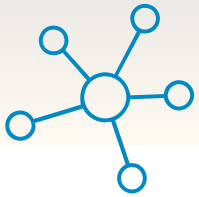
(1) Source: Veloz CA Market Report
(2) Source: EPRI
(3) Source: CEC Dashboard

By 2030, PG&E will Unleash the Full Potential of Electric Vehicles

3M EVs

Accelerate Equitable EV Adoption

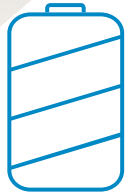
Load growth driving, climate change impacting effects



2M VGI EVs

Maximize EV Value beyond Transportation

Supports reliability & resiliency, and lowers total cost of ownership



500 MWh

Embrace the Circular Economy

Leverages clean energy to create a circular economy and lower total cost of ownership

Approved TE Infrastructure Programs[1]

EV charge network

- $130M from 2018-2021
- Utility-owned make-ready infrastructure for at least 4,500 level 2 chargers at workplaces and multi-unit dwellings (MUD)
- Rebate for charger or option for utility ownership at certain sites

EV fleet

- $236M from 2019-2026
- Make-ready infrastructure for 6,500 non-light-duty EVs (delivery trucks, transit buses, etc.) at 700 sites
- Customer can elect to own make-ready and receive reimbursement of up to 80% of construction cost

EV fast charge

- $22M from 2020-2025
- Utility-owned make-ready infrastructure for 50+ fast charging sites
- Customer owns charger which can range from 50-350 kW

EV Schools

- $5M from 2021-2024
- Utility-owned make-ready infrastructure for L2 charging infrastructure for passenger vehicles at schools
- Customer can elect to own make-ready or have utility ownership

EV parks

- $6M from 2021-2024
- Utility-owned make-ready infrastructure for charging at California State Parks
- Customer can elect to own make-ready or have utility ownership

PG&E has ~$400M in approved infrastructure program investments to date. All programs include additional incentives for and deployment targets in disadvantaged communities

1. Additional programs launching in 2023, shown on previous slide: Residential Charging Solutions, MSDI, Pre-owned EV, Empower, V2X Pilots

4

EV Fleet Program Overview

$236 million
budget over 5 years
Enrolling through 2026

700+ sites
SUPPORTING
6,500 new EVs

What the program provides

- Builds and pays for the service connection up to the meter
- Incentives towards out-of-pocket costs on the customer side of the meter
- Rebates to offset EV charger costs
- Provides expert guidance on your vehicle electrification project

Who is eligible

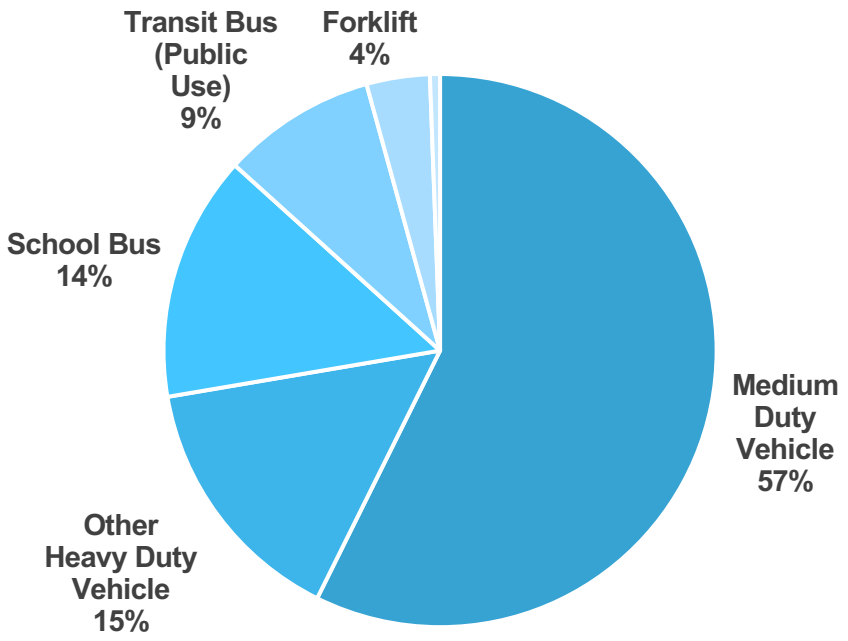
- Sites that are **procuring at least two** off-road, medium-duty, or heavy-duty electric vehicles (buses, forklifts, delivery vans, box trucks, etc.)
- Must be a PG&E electric customer

Visit www.pge.com/evfleet to learn more

EV Fleet Program Progress

As of February 23:

- 250 sites enrolled
- 5,100+ vehicles committed
- 20.4 average # fleet EVs per site
- Requested load from 20kW to 11MW, average 770kW per site



Sectors served: schools, transit agencies, distribution and delivery, private transportation, ports, farms and vineyards, municipalities, drayage, dealerships, laundry, maritime, and more

Success Stories

PepsiCo in Manteca
45-vehicle distribution center
30 x 19.2 kW Level 2 Chargers
1 X 120 kW DCFC Level 3 Charger

Albertsons in Tracy
750 total refrigerated trailers
280 eTRUs
25 SafeConnect eTRU ports
Single-port at 15 loading docks
Dual-port chargers installed at 5 staging areas

Genentech in South SF
Scaling to 80 Motorcoaches
50 chargers

https://www.pge.com/en/clean-energy/electric-vehicles/ev-fleet-program.html

EV Fleet Program Notable Projects

FORUM MOBILITY

96 drayage truck charging depot in Livermore

WattEV

Heavy duty electric truck stop in Bakersfield

Zūm

74 school bus depot in Oakland, V2G capable

AITF
ANGEL ISLAND//TIBURON FERRY

California’s first electric short-run ferry

Thank you!

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