

DOCKETED

Docket Number:	16-OIR-06
Project Title:	Senate Bill 350 Disadvantaged Community Advisory Group
TN #:	254482
Document Title:	Item 5 - AB 2127 DACAG Feb 16 2024
Description:	N/A
Filer:	Dorothy Murimi
Organization:	California Energy Commission
Submitter Role:	Commission Staff
Submission Date:	2/15/2024 12:56:28 PM
Docketed Date:	2/15/2024



Assembly Bill 2127 Electric Vehicle Charging Infrastructure Assessment

February 16, 2024 Disadvantaged Communities Advisory Group

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Fuels and Transportation Division



Goals used for the AB 2127 Assessment



Source: CEC

- 2035: 100% ZEV light-duty sales



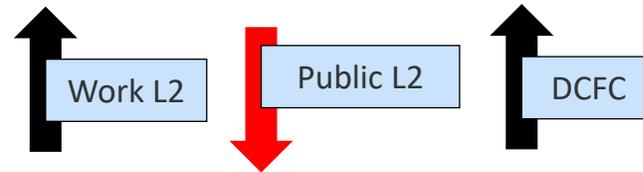
Source: CEC

- 2035: 100% ZEV operations for drayage trucks
- 2035: 100% ZEV off-road vehicles and equipment, where feasible
- 2045: 100% ZEV operations for medium- and heavy-duty vehicles, where feasible.

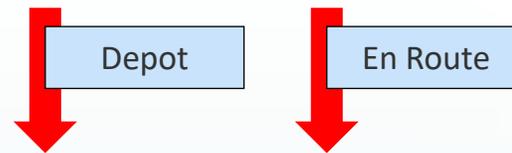


Changes for the Second AB 2127 Assessment

- Updated modeling for Light Duty Vehicles



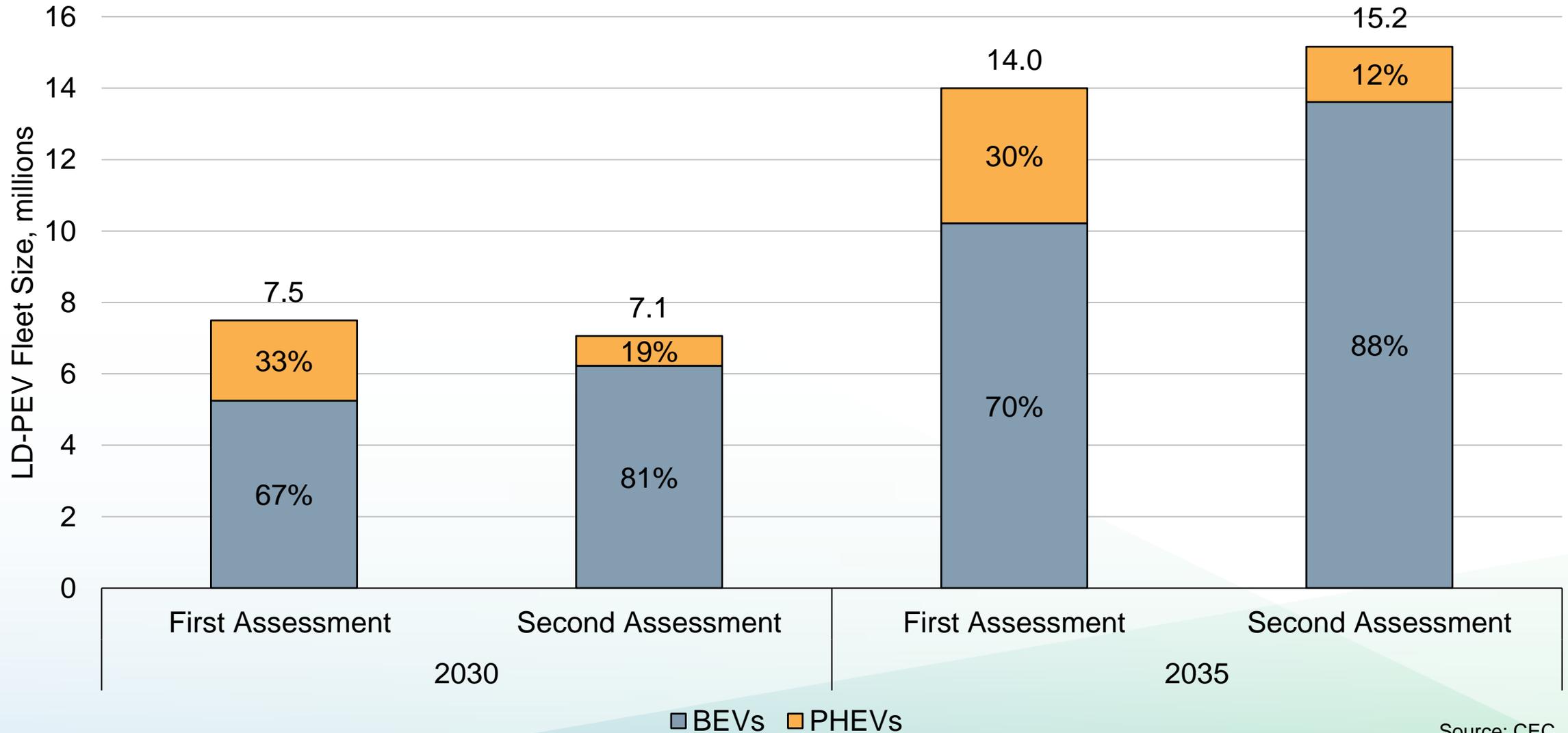
- Discussion of Gas Station Model alternative future scenario
- Updated modeling for Medium- and Heavy-Duty vehicles



- Updated discussion of grid topics
- New chapter on Labor and Workforce Development



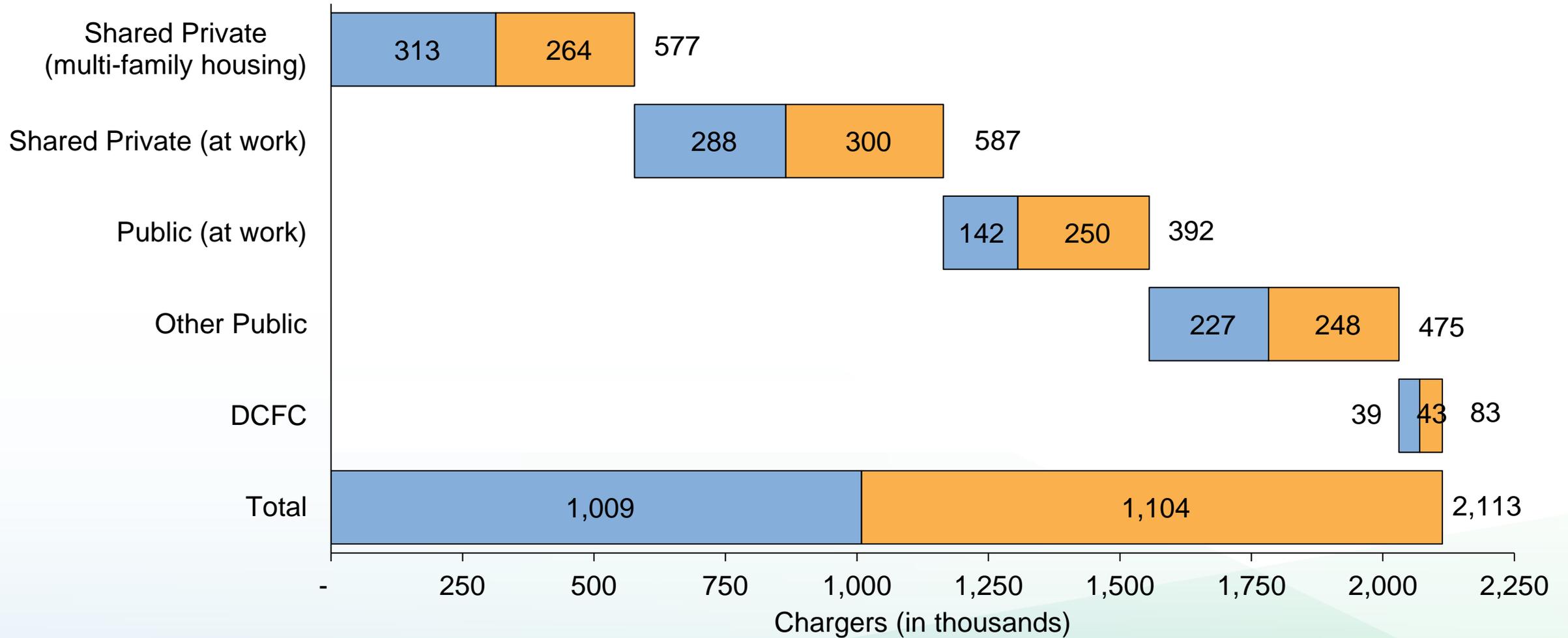
Light-Duty Vehicle Scenario



Source: CEC



Light-Duty Vehicle Charging Needs

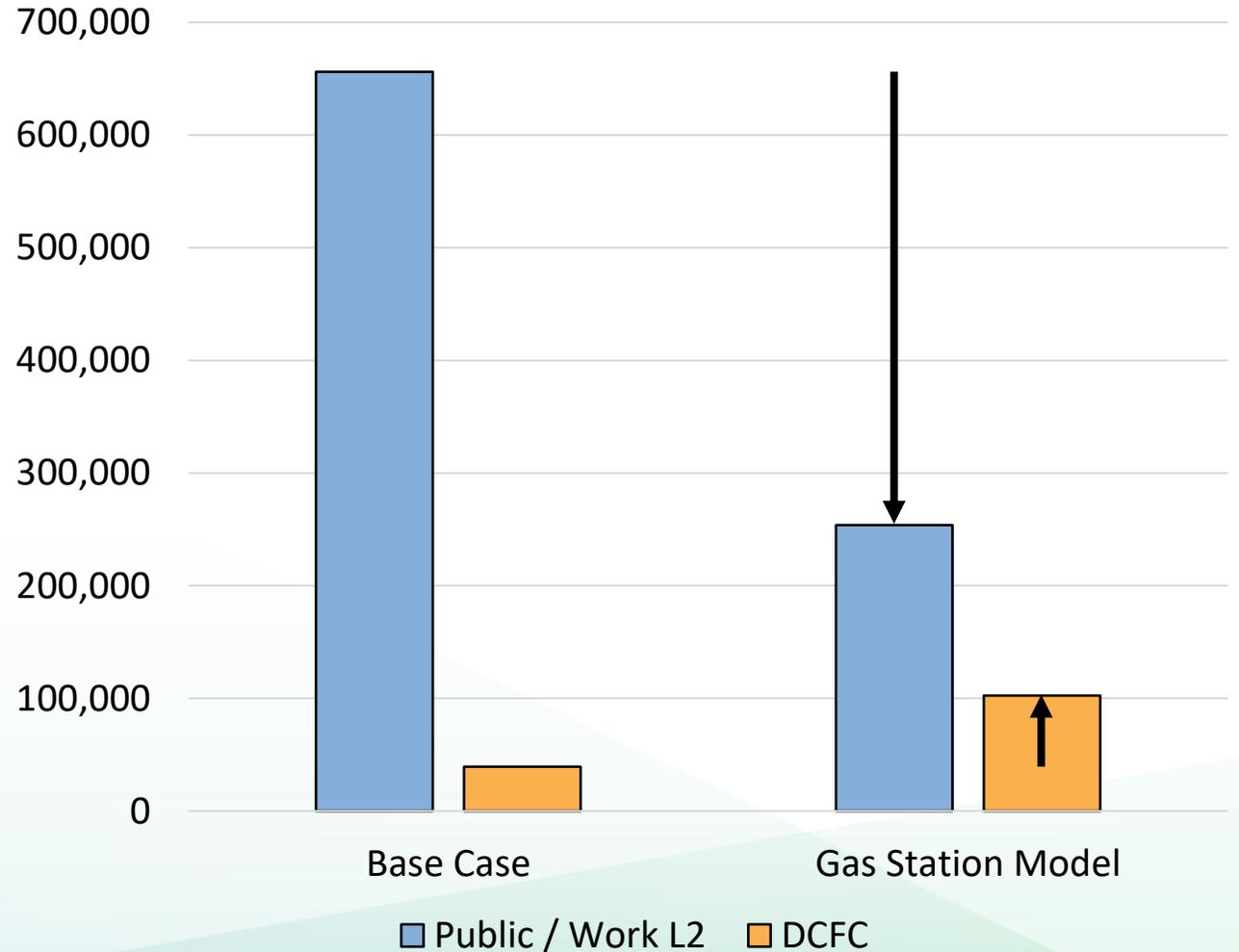


■ Chargers needed for 7.1 million PEVs in 2030 ■ Additional chargers needed for 15.2 million PEVs in 2035



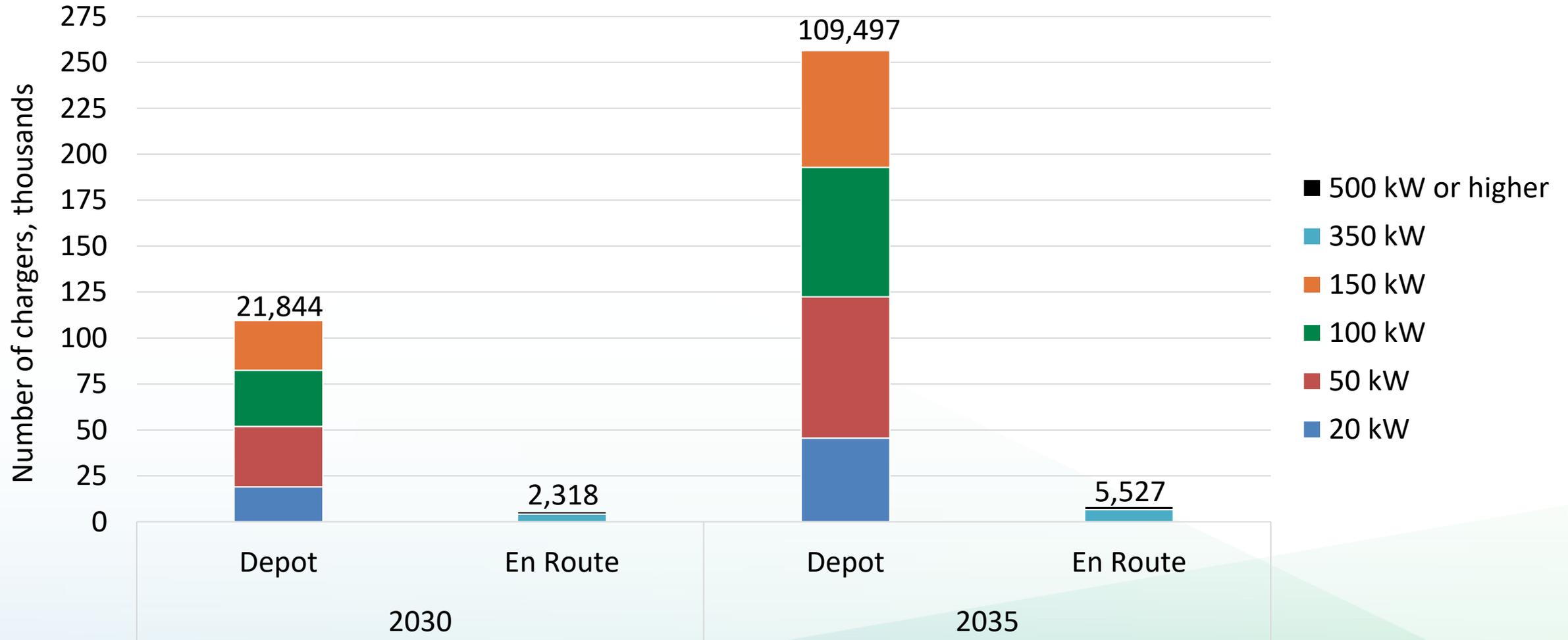
Gas Station Model Scenario

Expanded DCFC installation could substitute for some types of L2 charging





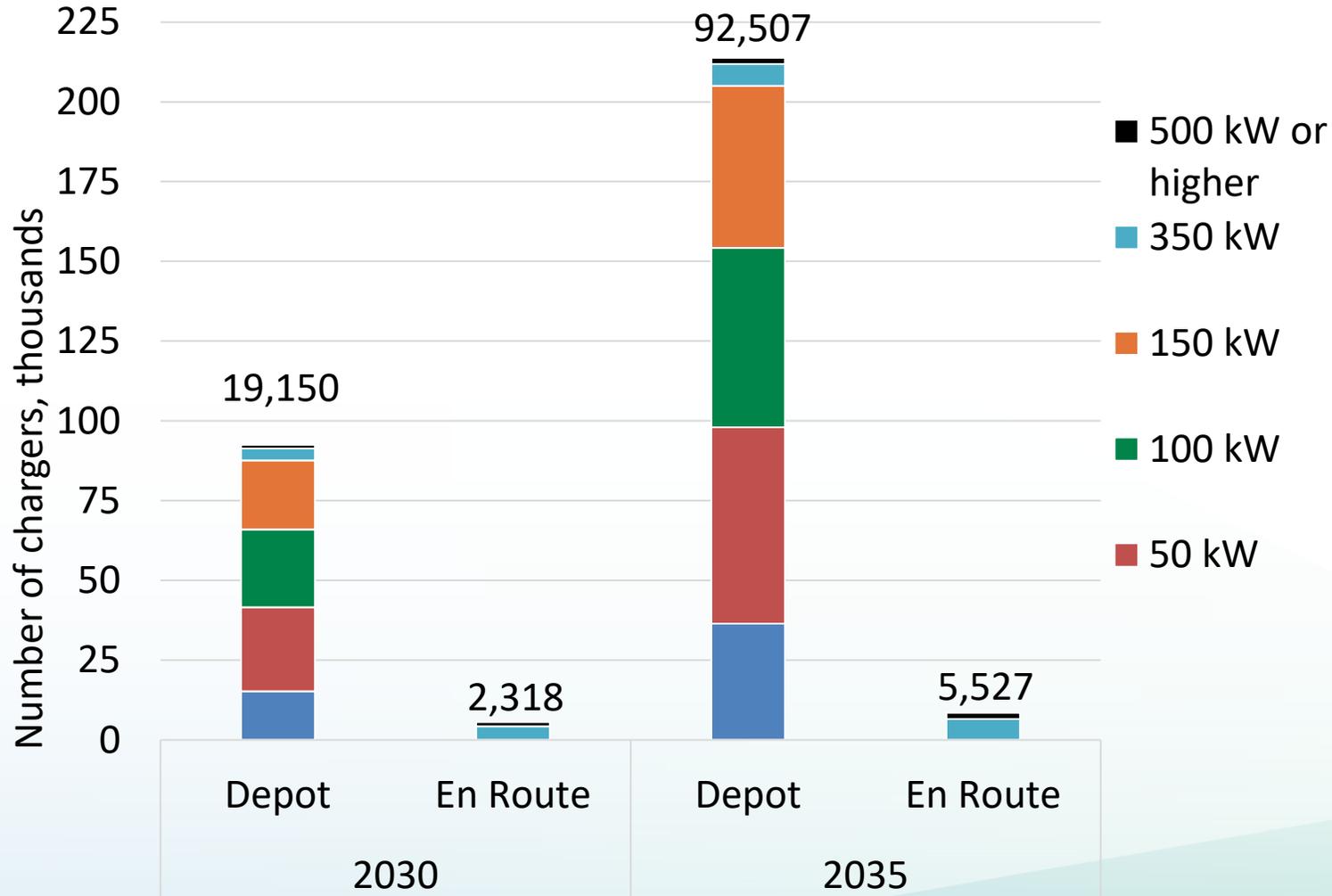
Medium-/Heavy-Duty Charging Needs



Source: CEC



High-Speed Depot Alternative Future Scenario



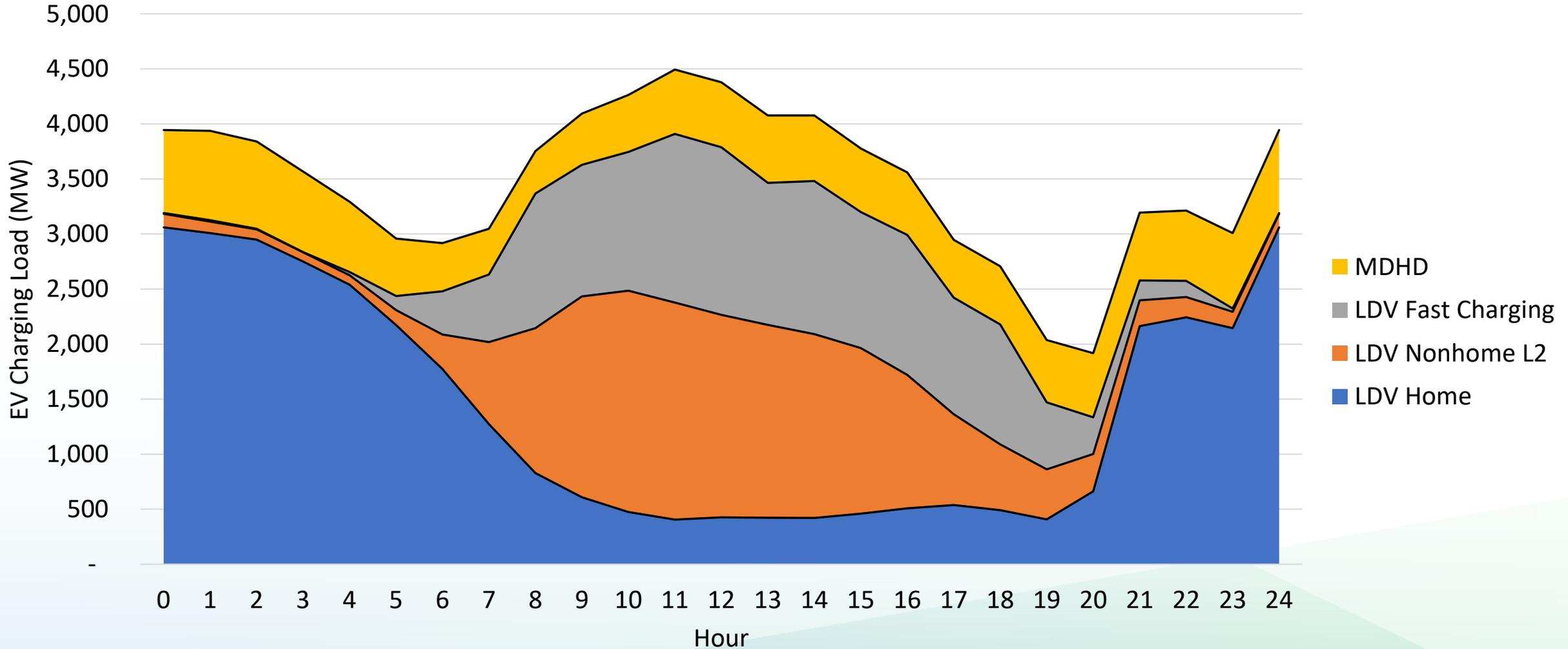
Source: CEC



Source: <https://nacfe.org/news/62779/>



EV Charging Load



Source: CEC



SB 1000 Reports

- Equity assessment of charging by income, population density, geographical area.
- First report (2020) evaluated geographic distribution of public chargers by population density and income level.
- Second report (2022) assessed drive times from population centers to public DC fast charging stations.
- Third report (anticipated for 2024) will look at potential access to Level 2 home charging.

California Energy Commission > Programs and Topics > All Programs > Clean Transportation Program > Electric Vehicle Infrastructure Deployment Assessment - SB 1000

Electric Vehicle Infrastructure Deployment Assessment - SB 1000

SB 1000 (2018) requires the California Energy Commission to assess whether electric vehicle charging station infrastructure is disproportionately deployed. Research helps inform Clean Transportation Program investments to improve charging access through the deployment of new charging station infrastructure.

[Senate Bill 1000](#) (Lara, Statutes of 2018, Chapter 368) requires the California Energy Commission, as part of the development of the [Clean Transportation Program Investment Plan](#), to assess whether charging infrastructure is disproportionately deployed by population density, geographical area, or population income level, including low-, middle-, and high-income levels. This includes evaluating whether direct-current fast charging stations are disproportionately distributed and whether access to these charging stations is disproportionately available.

This assessment provides guidance for Clean Transportation Program funding and projects, and information for stakeholders working to improve electric vehicle charging access.

Expand All

Reports	+
Data and Analysis	+
Maps	+

CLEAN TRANSPORTATION PROGRAM

- Advisory Committee for the Clean Transportation Program Investment Plan
- Clean Transportation Funding Areas
- Clean Transportation Program Investment Plans
- Clean Transportation Program Overview
- California Electric Vehicle Infrastructure Project (CALeVIP) Cost Data
- Electric Vehicle Infrastructure Deployment Assessment - SB 1000**
- Localized Health Impacts Reports

PROCEEDING INFORMATION

- Docket Log (20-TRAN-02)
- Submit Comments (20-TRAN-02)

CONTACT

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