

Assembly Bill No. 2127

CHAPTER 365

An act to add Section 25229 to the Public Resources Code, relating to electric vehicles.

[Approved by Governor September 13, 2018. Filed with
Secretary of State September 13, 2018.]

LEGISLATIVE COUNSEL'S DIGEST

AB 2127, Ting. Electric vehicle charging infrastructure: assessment.

Existing law requires the State Energy Resources Conservation and Development Commission (Energy Commission), on a biennial basis, to adopt an integrated energy policy report containing an overview of major energy trends and issues facing the state. Existing law requires the Energy Commission, as a part of the report, to conduct transportation forecasting and assessment activities that include, among other things, an assessment of trends in transportation fuels, technologies, and infrastructure supply and demand.

Existing law requires the Public Utilities Commission (PUC), in consultation with the State Air Resources Board and the Energy Commission, to direct the electrical corporations to file applications for programs and investments to accelerate widespread transportation electrification to achieve certain state goals.

This bill would require the Energy Commission, working with the State Air Resources Board and the PUC, to prepare and biennially update a statewide assessment of the electric vehicle charging infrastructure needed to support the levels of electric vehicle adoption required for the state to meet its goals of putting at least 5 million zero-emission vehicles on California roads by 2030 and of reducing emissions of greenhouse gases to 40% below 1990 levels by 2030. The bill would require the Energy Commission to regularly seek data and input from stakeholders relating to electric vehicle charging infrastructure.

The people of the State of California do enact as follows:

SECTION 1. (a) The Legislature finds and declares all of the following:

- (1) Advanced clean vehicles and fuels are needed to reduce petroleum use, to meet air quality standards, to improve public health, and to achieve greenhouse gas emissions reduction goals.
- (2) Widespread transportation electrification requires increased access to the use of electricity as a transportation fuel.

(3) Electric vehicles and charging infrastructure with the ability to record consumption and connect by remote communication technology could assist in grid management and the integration of eligible renewable energy resources. Electric vehicles can also reduce fuel costs for vehicle owners, and time-of-use electric rates can encourage charging that is compatible with electrical grid conditions.

(4) Deploying electric vehicle charging infrastructure will facilitate increased adoption of electric vehicles.

(b) It is the policy of the state and the intent of the Legislature to encourage transportation electrification as a means to achieve ambient air quality standards and the state’s climate goals.

SEC. 2. Section 25229 is added to the Public Resources Code, to read:

25229. (a) The commission, working with the State Air Resources Board and the Public Utilities Commission, shall prepare a statewide assessment of the electric vehicle charging infrastructure needed to support the levels of electric vehicle adoption required for the state to meet its goals of putting at least five million zero-emission vehicles on California roads by 2030, and of reducing emissions of greenhouse gases to 40 percent below 1990 levels by 2030.

(b) The assessment shall expand on the commission’s electric vehicle infrastructure projections to consider all necessary charging infrastructure, including, but not limited to, the chargers, make-ready electrical equipment, and supporting hardware and software, all vehicle categories, road, highway, and offroad electrification, port and airport electrification, and other programs to accelerate the adoption of electric vehicles to meet the goals described in subdivision (a). The assessment shall examine existing and future infrastructure needs throughout California, including in low-income communities.

(c) The commission shall regularly seek data and input relating to electric vehicle charging infrastructure from stakeholders, including, but not limited to, the Public Utilities Commission, the State Air Resources Board, electrical corporations, local publicly owned electric utilities, state and local transportation and transit agencies, charging infrastructure companies, environmental groups, and automobile manufacturers.

(d) The commission shall update the assessment at least once every two years.