

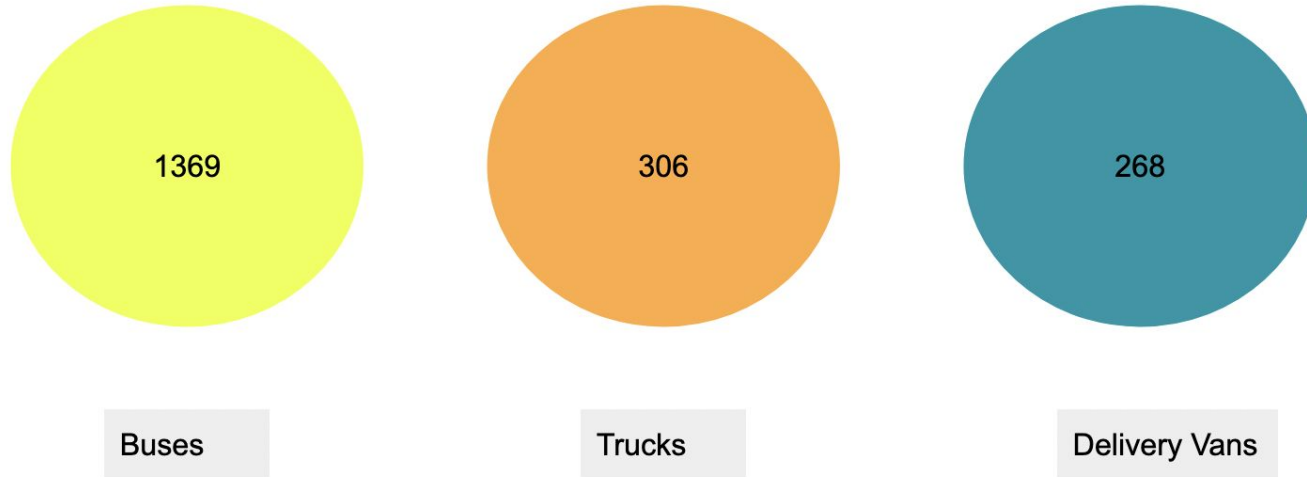
California's Medium- and Heavy-Duty Vehicle Fleets as Grid Assets

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February 16, 2023



the
climate
center

California's Medium- and Heavy-Duty EV Fleet: Currently only 2% of the Total Fleet



Source: [California Energy Commission](#), data end of 2022

Vehicles purchased to meet climate goals by 2030 will have massive power capacity

180,000 MHD vehicles*150 kW = 27
GW of power capacity

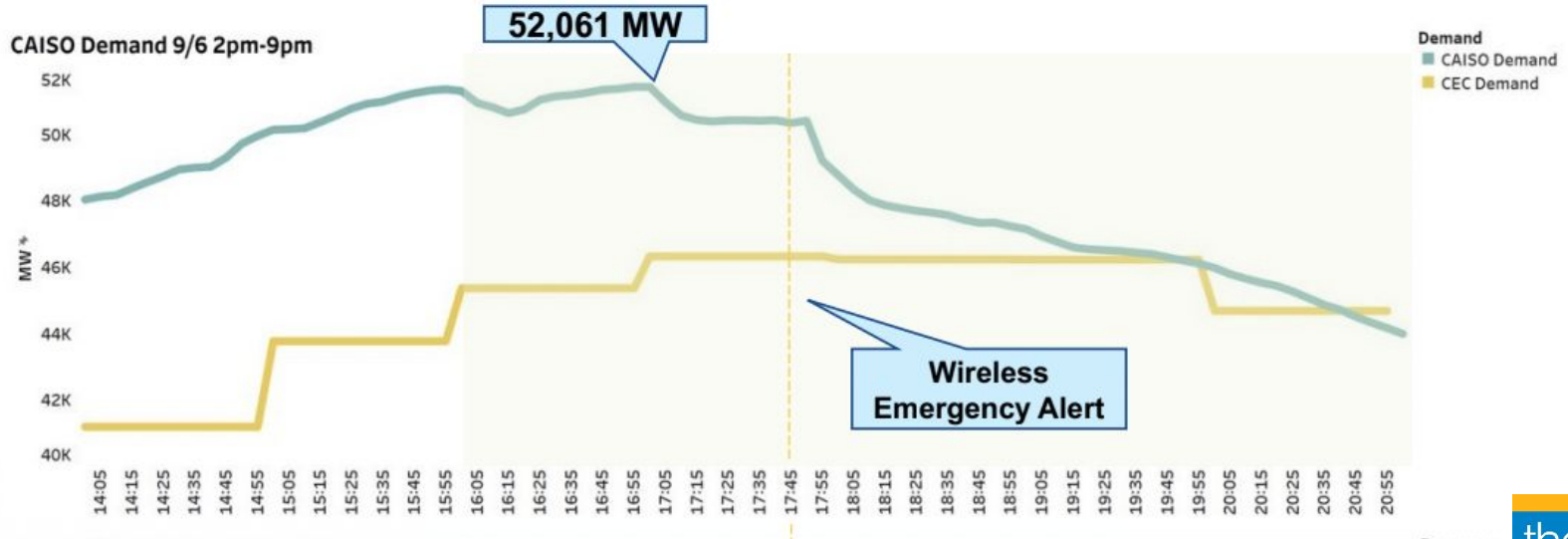
8 Million light duty vehicles * 10 kW =
80 GW of power capacity



Image: Proterra

Source: Projections from CARB's Draft 2020 Mobile Source Strategy

California's EV Power Capacity in 2030 Will be Double CAISO's 9/6/22 Record Peak



Graphic source: California Energy Commission

California Investments in EVs and EVSE Should Incentivize Bidirectionality

- The Energy Commission, Public Utilities Commission, and Air Resources Board should review and revise all applicable EV and EVSE incentives offered for the deployment of EVs and EVSE to lower costs for the purchase of bidirectional EVs and EVSE
- The Climate Center is filing comments with the CEC this week regarding prioritizing equity in V2G investments and allocating additional funds as necessary to accelerate bidirectional charging



SB 233 Authored by Senator Skinner Sponsored by The Climate Center

- Calls for EVSE and new Light-, Medium- and Heavy-Duty Electric Vehicles sold in California to be bidirectional by 2027 to the extent practical as determined by the CEC and CARB
 - CARB already recommends there be a requirement for V2G functionality on all battery electric school buses for HVIP applications beginning January 1, 2024

