

Date of Hearing: May 11, 2022

ASSEMBLY COMMITTEE ON APPROPRIATIONS

Chris Holden, Chair

AB 2061 (Ting) – As Amended April 18, 2022

Policy Committee:	Transportation	Vote:	14 - 0
	Utilities and Energy		11 - 0

Urgency: No State Mandated Local Program: No Reimbursable: No

SUMMARY:

This bill requires the operator of publicly accessible electric vehicle (EV) charging infrastructure that received funding from the state or from ratepayers to report performance data for those funded charging stations to the California Energy Commission (CEC), so the CEC may assess the equitability of access to charging stations.

Specifically, this bill:

- 1) Requires the CEC to develop a formula to calculate “uptime”—which the bill defines as the time a charging station’s hardware and software are both operational and available for use, or in use, and the charging station dispenses electricity at the intended power level—to provide consistent, standardized reporting of information.
- 2) Beginning July 1, 2023, requires an entity that receives an incentive funded by a state agency, or through a charge on ratepayers, to install, own or operate a charging station report charging station uptime to the CEC every 12 months, calculated over a 12-month rolling basis, for a minimum of five years, unless the CEC approves a different reporting timespan.
- 3) Excludes from its reporting requirements a charging station installed at a residential real property containing four or fewer dwelling units.
- 4) Beginning January 1, 2025, requires the CEC to include in its biennial assessment of the EV charging infrastructure needed to meet state goals an assessment of whether there are differences in charging station uptime by population density, geographical area or population income level, including low-, moderate- and high-income levels.
- 5) Directs the CEC, in consultation with the California Public Utilities Commission (CPUC), if the CEC determines charging station uptime to be an issue that undermines adoption of zero-emission vehicles, to consider adopting tools to increase charging station uptime, including, but not limited to, uptime requirements or incentives.

FISCAL EFFECT:

- 1) Costs to the CEC in the low hundreds of thousands of dollars annually (special fund) to collect, manage and analyze data and to provide information technology (IT) programming and support. The CEC anticipates it will need 2 additional permanent positions at an annual

cost of approximately \$150,000. One permanent position will be required to collect, manage and analyze data. An additional permanent position will also be required for IT. The CEC may need additional funding to procure server / cloud storage to store sizable amounts of data associated with this bill.

- 2) Minor, absorbable costs to CPUC to consult with the CEC.

COMMENTS:

- 1) **Background and Purpose.** The state has ambitious zero-emission vehicle (ZEV) deployment goals. The Governor issued Executive Order B-48-18, which calls for the installation of 250,000 EV chargers by 2025 to support 5 million ZEVs on California's roads by 2030, and Executive Order N-79-20, which sets the goal of 100% of new passenger vehicle sales in California being ZEVs by the year 2035. Statute directs the CEC, working with the Air Resources Board (ARB) and the CPUC, to prepare a statewide assessment of the EV charging infrastructure needed to support at least five million ZEVs on California roads by 2030 and of reducing emissions of greenhouse gases (GHG) to 40% below 1990 levels by 2030.

The latest assessment projects over 700,000 public and shared private chargers are needed to support 5 million ZEVs, and nearly 1.2 million such chargers are needed to support about 8 million ZEVs. An additional 157,000 chargers are needed to support 180,000 medium- and heavy-duty vehicles anticipated for 2030. EV charger funding and deployment to date and planned charging stations, as provided by the staff of the CPUC, are summarized in the table below.

Summary of EV Charging Funding and Deployment				
Funding Source	Total Funding Authorized to Date	Funding Spent to Date	Total Charging Stations Installed	Total Charging Stations Planned
Federal	\$666,783,818	\$1,850,000	4,703*	<i>Not Available</i>
CPUC				
(electric utility ratepayers)	\$1,800,000,000	\$325,790,000	14,063	51,307
CEC				
(mainly Clean Transportation Program)	\$1,165,000,000	\$254,510,000	9,667**	5,546
NRG Settlement				
	\$102,500,000	\$102,500,000	7,448 ***	0
* As of March 2022 ** As of December 2021 *** As of March 2021				

Although no state entity collects data on charging station performance, there is anecdotal evidence not all EV charging stations are performing as they should. The author intends this

bill to ensure charging stations do perform as needed and to provide the state has the data to ensure this is true. According to the author:

Access to reliable charging stations is the driving force that will lead to greater electric vehicle adoption, which is key to meeting our climate goals. Consumers need to know they won't be stranded and will be able to plug in wherever they travel in our state. California has been investing billions in charging infrastructure over the last decade and we need a holistic understanding of station reliability and if any steps are necessary to improve overall reliability. We need to understand the state of the charging infrastructure in order to address issues and better direct resources to fix them. This bill bolsters existing reporting requirements and expands data collected by CEC on all charging stations by July 1, 2023. This bill creates a policy framework to track station reliability and assess if there are underlying equitable access issues beginning January 1, 2025.

- 2) **Related Legislation.** AB 2703 (Muratsuchi) requires a person who receives state funding or other incentives to deploy ZEV infrastructure to agree, as a condition of receiving the incentive, to operate the station in compliance with reliability standards that would be developed by CEC. AB 2703 also requires CEC, upon appropriation by the Legislature, to develop a program to provide financial assistance to low-income and disadvantaged community members to use ZEV infrastructure, micromobility transportation options, and ridesharing services. AB 2703 is pending in this committee.

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