



SB 507 (Gonzalez) Equitable EV Charging Act

SUMMARY

Senate Bill (SB) 507 will require the California Energy Commission (CEC) to quantify electric vehicle (EV) charging infrastructure needs for multiple underserved groups, including rural, low-income, and disadvantaged communities, and incorporate this information as part of their biennial statewide EV infrastructure assessments. Integrating this information into future assessments will help the State measure whether it is equitably deploying EV infrastructure to ensure that all Californians are included in California's transportation electrification efforts.

EXISTING LAW

Assembly Bill 2127 (Ting, Chapter 365, Statutes of 2018) requires the CEC to biennially assess the EV charging infrastructure needed to meet the State's goal of putting at least 5 million zero-emission vehicles on California roads by 2030.

In addition, SB 1000 (Lara, Chapter 368, Statutes of 2018) tasks the CEC, in consultation with other state agencies, to assess whether EV charging infrastructure is disproportionately deployed by population density, geographical area, or population income level.

Through this work, the CEC has concluded that California needs to deploy 1.2 million chargers to support an expected 8 million EVs by 2030.¹ They have also found

¹ <https://www.energy.ca.gov/programs-and-topics/programs/electric-vehicle-charging-infrastructure-assessment-ab-2127>.

that low-income communities have access to fewer charging stations compared to wealthier areas.²

Since these analyses have been published, Governor Newsom issued Executive Order N-79-20 that sets ambitious goals for zero-emission vehicle deployment, including:

- 100% of in-state sales of new passenger cars and trucks be zero-emission by 2035; and
- 100% of medium- and heavy-duty vehicles be zero-emission by 2045, where feasible.³

BACKGROUND/PROBLEM

To date, analyses by the CEC and other state agencies have been critical to understanding statewide EV charging needs. However, these analyses do not quantify infrastructure needs for underserved communities, which is crucial to identify how the State can direct investments that will increase equitable access to EV chargers. This data will also provide policymakers and researchers a better understanding of whether policy gaps contribute to inequitable investment, and whether charging technology or product offerings are meeting the unique needs of communities.

It is important that California ensures that EV charging is equitably distributed. To do so, the State must make smart, data-driven investment decisions in a more granular and community-targeted approach. Without quantifying EV charging needs to truly understand the extent to which infrastructure is disproportionately

² <https://www.energy.ca.gov/publications/2020/california-electric-vehicle-infrastructure-deployment-assessment-senate-bill>.

³ <https://test.sites.ca.gov/wp-content/uploads/2020/09/9.23.20-EO-N-79-20-text.pdf>.

deployed, the State has no way of measuring whether it is on track to provide Californians with equitable access to EV chargers or whether it needs to adjust its policies and programs.

SOLUTION

SB 507, the Equitable EV Charging Act, will require the CEC to quantify EV charging infrastructure needed to support the levels of electric vehicle adoption required to meet the state's goals through 2035, including for the following underserved driver groups:

- Low-income households, including any electrical panel upgrades needed to support charging infrastructure installation;
- Low-income and disadvantaged communities;
- Rural communities;
- Car-sharing and ride-sharing drivers; and
- Residents of multi-family housing facilities.

If CEC finds that these groups are not on track to meet the 2035 EV goals in their assessment, SB XX requires the Commission to identify what barriers exist, and develop solutions to ensure a more equitable distribution of EV infrastructure.

Finally, SB 507 requires the CEC to assess whether charging infrastructure access is unevenly distributed for residents in rural and urban communities, single-family and multi-family housing, as well as for car- and ride-share drivers.

SUPPORT

FLO EV Charging (Sponsor)

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