



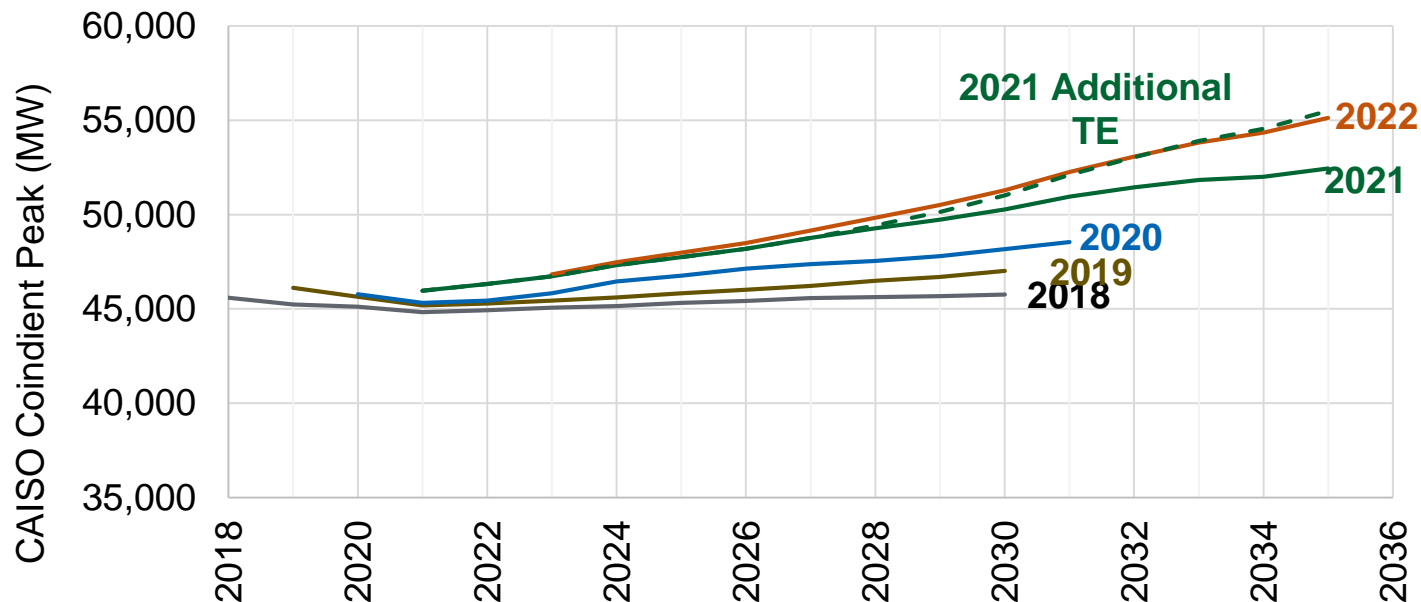
Charging Forward: Identifying Roadblocks to Electric Vehicle Infrastructure Deployment across California

California Energy Commission



Changes to Forecasted Net Peak

Planning Forecast Net Peak Demand for the 2018-2022 IEPRs



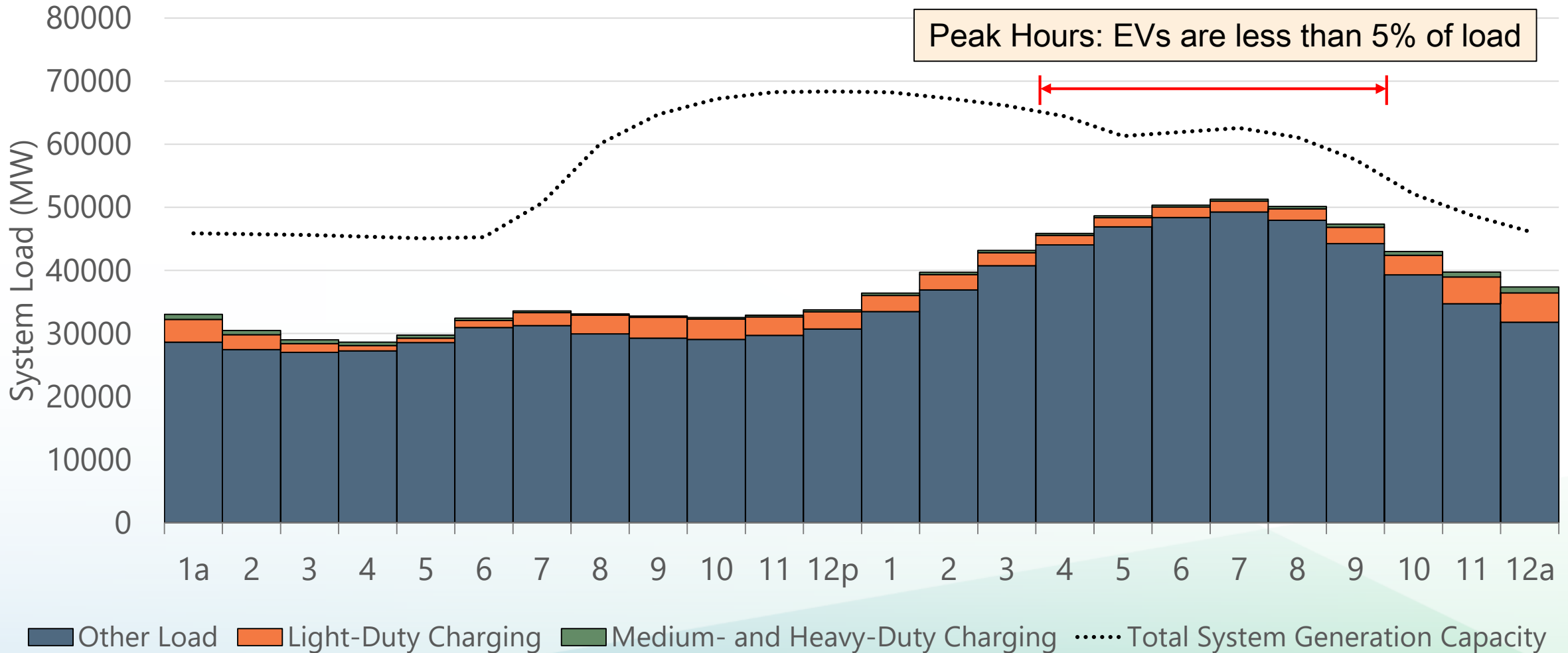
Changes are due to:

- Transportation electrification policies added in the 2021 ATE and 2022 CEDU
- Building electrification included as of CED 2021
- Changes to peak normalization process to better reflect climate change
- Impact from BTM PV diminishes in later years as the peak hour shifts later in the day
- Economic, demographic, and rate projections as well as other baseline model updates



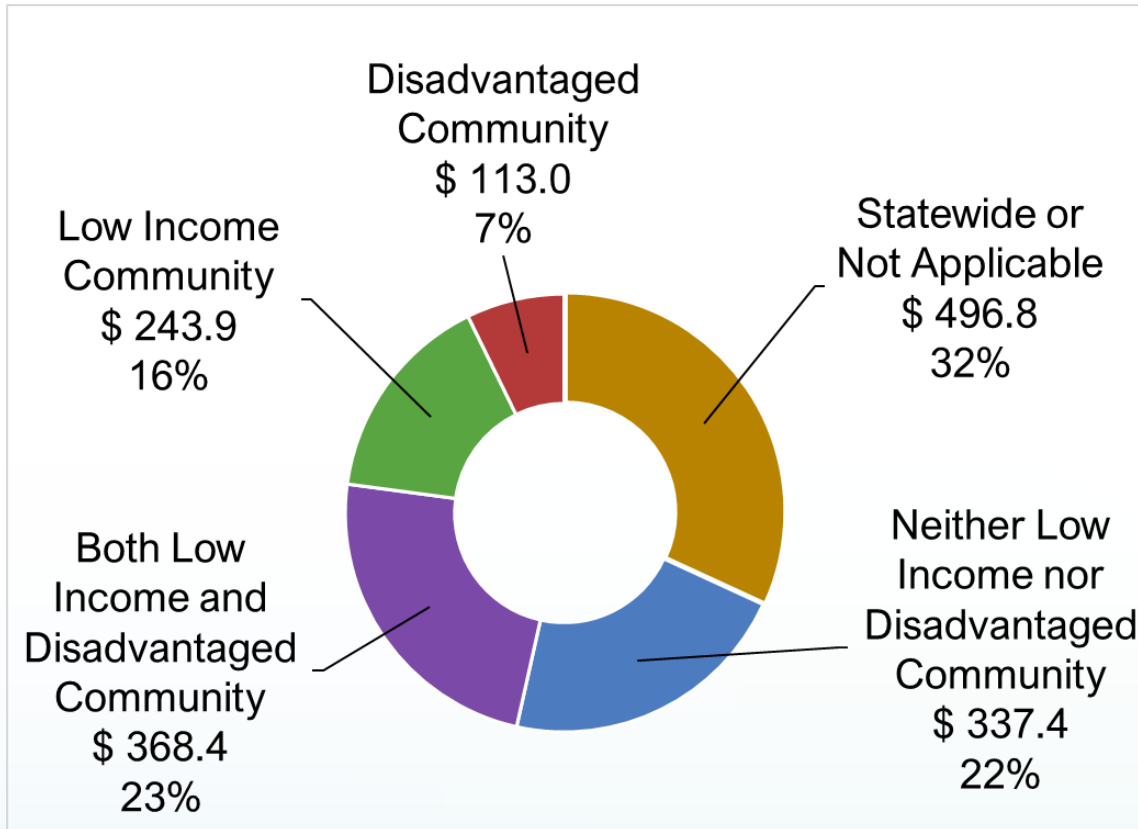
EV Charging in 2030

2022 IEPR Planning Scenario - CAISO Summer Day in 2030





Clean Transportation Program Investments in Low-Income & Disadvantaged Communities



\$ in millions, as of December 2022

47% of investments are located in LICs, DACs, or both

CEC has set a target to spend at least 50% of funding *directly benefitting* (and not just located in) low-income and disadvantaged communities

Funding for these programs comes from the Clean Transportation Program and General Fund