



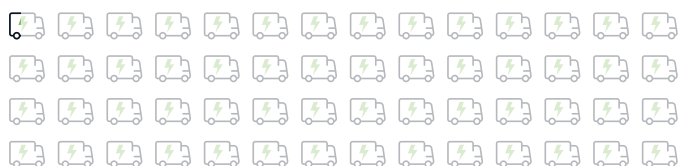
California Needs to Take Immediate Action on ZEV Infrastructure for Medium- and Heavy-Duty Vehicles


- California is behind on both hydrogen and electric vehicle charging infrastructure for medium- and heavy-duty vehicles.
- Significant charging infrastructure is needed, and the state must support the deployment of public and private charging stations and requisite grid improvements.
- Development of hydrogen fueling infrastructure (hydrogen production and transportation) must start now to support the large number of hydrogen vehicles that are anticipated in the late 2020s and beyond.
- Status quo will result in insufficient charging and hydrogen infrastructure, idled vehicles, and failure to successfully meet California's climate goals.

56,000*: The number of electric trucks required to be on the road by 2026 in California

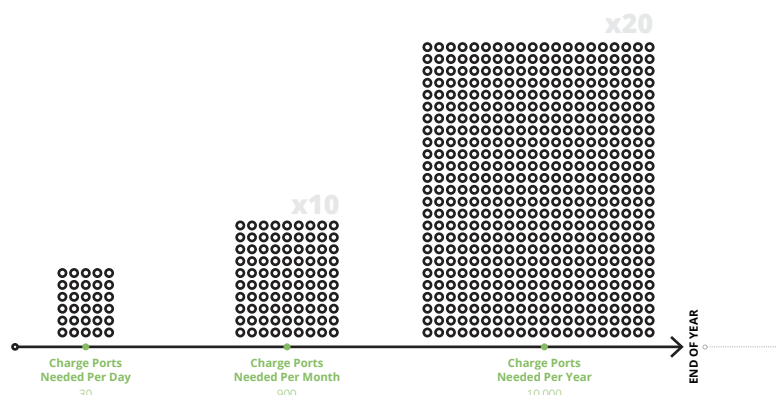


306: The number of trucks on the road today



*  = 1,000 battery-electric trucks

To meet California's 2026 battery-electric trucks goals, **nearly 50,000** high-power charge ports are needed.



Electrical Load Estimates Show up to 2GW of Additional Load from Medium- and Heavy-Duty ZEVS



6.25 Million Photovoltaic (PV) Panels



666 Utility-Scale Wind Turbines



200 Million LEDs

Solutions Need to be Implemented Quickly

- ✓ Fast track permitting for charging and hydrogen fueling stations.
- ✓ Estimate load for charging and hydrogen production and work with utilities to implement grid improvements along freight corridors and other hubs.
- ✓ Create "offramps" in the form of clear criteria and a process to prevent premature and costly investments in vehicles that will not be used due to lack of infrastructure.

¹ CARB Spreadsheet provide to CCEEB by ACF staff (May 2022)

² CEA extrapolation from CEC Report Electric Vehicle Charging Infrastructure Assessment - AB 2127. AB 2127 Report says that 157,000 DC fast chargers are needed to support 180,000 medium- and heavy-duty vehicles in 2030, of which 141,000 are 50 kW and 16,000 are 350 kW. This is a ratio of 0.87 chargers per truck, of which 90% are 50 kW and 10% are 350 kW. CEA applied these charger ratio to the CARB data.