SENATE COMMITTEE ON APPROPRIATIONS
Senator Sabrina Cervantes, Chair
2025 - 2026 Regular Session

SB 1282 (Becker) - Transportation electrification: grid-integrated vehicle technologies: standards

Version: April 28, 2026
Urgency: No
Hearing Date: May 11, 2026

Policy Vote: E., U. & C. 13 - 3
Mandate: No
Consultant: Ashley Ames

Bill Summary: This bill would require the California Energy Commission (CEC) to assess and adopt standards relating to grid-integrated vehicles and vehicle charging technology to meet state energy supply, reliability, and affordability goals.

Fiscal Impact:
- The CEC estimates ongoing costs of $724,000 annually (Alternative and Renewable Fuel and Vehicle Technology Fund) to perform the vehicle-grid integration assessment, set target levels of grid-integrated vehicles and charging technologies, to adopt and implement the standards, and then conduct monitoring.
- The California Air Resources Board (CARB) estimates ongoing costs of about $1 million annually (Air Pollution Control Fund) to provide consultation to the CEC, provide subject matter expertise and initial assessment for target setting, coordinate with vehicle manufacturers and other experts, and support any necessary rulemakings, among other things.
- Unknown, potentially significant ongoing costs (ratepayer funds) for the California Public Utilities Commission (CPUC) to provide consultation and otherwise implement the provisions of this bill.

Background:

EV charging may become a significant driver of new peak load. Recent energy demand forecasts demonstrate that data centers and vehicle electrification could be the largest drivers of peak energy consumption. The CEC's energy demand forecast covering 2025 through 2045 indicates that vehicle electrification will be the largest driver of peak electricity demand in the state by 2045. While data centers are expected to increase peak electricity demand by 4.7 gigawatts (GW) by 2045, EVs may contribute approximately 8.2 GW to peak demand. To the extent that VGI technologies and strategies can limit the impact of this new load, these technologies and strategies may limit the need for utility procurements to serve higher peak demand levels.

California is in the process of litigating to protect CARB's ability to set EV requirements. In September 2020, Governor Newsom issued Executive Order N-79-20, which established a goal that 100% of in-state sales of new passenger cars and trucks will be zero-emission by 2035. This executive order also established a goal that 100% of medium- and heavy-duty vehicles in the state will be zero-emission by 2045. In response to this Executive Order, CARB has adopted regulations aimed at phasing out the sale of petroleum-fueled vehicles. In 2025, CARB obtained a waiver from federal preemption to enact these regulations for most light-duty vehicles. In February 2026, the

Trump Administration rescinded the federal Environmental Protection Agency (EPA) endangerment findings, eliminating the legal basis for federal vehicle GHG standards. California has filed suit with 25 states to require the EPA to restore the endangerment findings. While the termination of the endangerment findings may put the status of California's waiver under federal rules in doubt, the Trump Administration's abandonment of federal-level regulations on tailpipe emissions may also open the door for states to adopt their own regulations.

Proposed Law: This bill would:

1. Require the CEC, by December 31, 2028, to assess electricity supply, reliability, and cost implications of meeting California's renewable portfolio standard (RPS) and zero-carbon procurement goals and the target level of grid-integrated vehicle use that would address these implications.

2. Require the CEC, in consultation with the California Air Resources Board (CARB) and the California Public Utilities Commission (CPUC), to adopt standards by December 31, 2029 to require vehicles to include certain grid-integration technology to meet electrical grid energy supply, reliability, and affordability goals.

    a. Require that these standards establish requirements for on-road vehicles of any weight class sold within the state to incorporate grid-integrated vehicle technology and grid-integrated charging technology to achieve those targets, except as specified, and include specified provisions relating to, among other things, classes and types of grid-integrated vehicle technologies that can satisfy those requirements and alternative compliance mechanisms, as provided.

    b. Exempt specified types of vehicles from these requirements, including, among others, authorized emergency vehicles, as provided.

    c. Require the CEC, if it adopts requirements that would require the inclusion of grid-integrated charging technology or grid-integrated vehicle technology on a specific vehicle model or type within a weight class, to adopt a process for a manufacturer to apply for a waiver from that requirement if implementation is not feasible for the vehicle model.

Related Legislation:

SB 59 (Skinner, Chapter 756, Statutes of 2024) allowed the CEC to require any class of battery EV to be capable of bidirectional charging. The bill established various definitions regarding bidirectional charging and authorized CARB and CEC to modify those definitions as needed.

SB 233 (Skinner, Chapter 11, Statutes of 2024) contained provisions requiring all EVs and chargers sold in California after January 1, 2027, to be capable of bidirectional charging when heard by this committee. The bill was subsequently amended into a different subject.

SB 676 (Bradford, Chapter 484, Statutes of 2019) required the CPUC to establish EV-grid integration strategies for certain load-serving entities. The bill also required POUs to consider EV-grid integration strategies in their IRPs and required CCAs to report specified information to the CPUC regarding EV-grid integration activities.

AB 2127 (Ting, Chapter 365, Statutes of 2018) required the CEC to conduct a statewide assessment of vehicle charging infrastructure needed to support the state's ZEV deployment goals.

SB 1000 (Lara, Chapter 368, Statutes of 2018) required the CEC to evaluate the extent to which charging infrastructure is proportionately deployed and use funds to more proportionately deploy chargers as needed. The bill also required the CPUC to explore facilitating the development of technologies that promote grid integration and adopting a tariff for heavy-duty EVs that encourages charging during periods of excess grid capacity.

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