City of Santa Rosa

July 5, 2023

The Honorable Laura Friedman
Chair, Assembly Transportation Committee
1021 O Street, Suite 8630
Sacramento, CA 95814-0007

RE: Senate Bill 233 (Skinner) – Electric vehicles and electric vehicle supply equipment: bidirectional capability – SUPPORT (As Amended on May 18, 2023)

Dear Assemblymember Friedman:

On behalf of the City of Santa Rosa, I write to express our support for Senate Bill (SB) 233, which would require all new electric vehicles sold in California to have bidirectional capability by 2030.

Wildfires and extreme weather events are occurring with increased frequency. These events can lead to both planned and unplanned power outages. In September 2022, during California's most recent extreme heat wave, the state narrowly averted power outages when electricity demand reached a record high of 52 gigawatts (GW). One tool that helped keep the lights on was California's reliance on utility grade batteries that store power and send that power to the grid when needed.

Fortunately, there is a comparable technology that more and more Californians now own that can help increase the resilience and reliability of our electricity grid: the energy storage capacity of the batteries in electric vehicles (EVs). California currently has over one million light-duty EVs on the road, a number which is projected to grow to 7.5 million by 2030. These 7.5 million EVs will have as much as 60 GW of energy capacity contained in the batteries. "Bidirectional capability" means that a vehicle plugged into a home wall socket can draw electricity from the grid as well as send electricity back into it. EVs with bidirectional capability can therefore do what is called "load shifting", which is when the energy generated and stored during the day is then discharged to the grid during peak hours when electricity demand is higher. Additionally, because the amount of energy coming from renewable sources will continue to increase means that EVs will be able to generate and store energy from largely renewable sources in off-peak hours, which they will then be able to send back into the grid during a threat to grid stability, thereby helping to prevent an outage.

During extreme weather events and power outages, batteries in California's EVs can support critical electricity needs in homes, businesses and public facilities through this load shifting. Deployed in this manner, California's transportation electrification can support enhanced grid resilience and reliability. With more than one million solar roofs, and more than one million

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EVs, California is ideally suited to lead the nation in harnessing the untapped battery capacity of EVs to help clean the air and build a more reliable and resilient electricity grid, especially in the City of Santa Rosa which is particularly vulnerable to extreme weather events such as wildfires. By requiring that all new EVs sold in the state have bidirectional capability, SB 233 will enhance California's grid reliability, maximize taxpayer benefits, and advance our zero emission goals.

For these reasons, we are pleased to support SB 233 and thank you for your leadership on this most important issue. Should you have any questions, please contact our legislative advocate Alyssa Silhi with Renne Public Policy Group at (916) 505-4978.

Sincerely,

Natalie Rogers
Mayor

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