Guidehouse

Transportation Electrification Proactive Planning (TEPP)
Modeling Inputs & Assumptions Library
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Inputs & Assumptions Library Overview

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Description

Data supporting TEPP Input Category "**Vehicles**" for identifying the number of vehicles expected to electrify over a given time period.
Note: Does not include data for "Vehicle Registration" or "Vehicle Domicile Location" inputs as per the Report these data are not publicly available.

Data supporting TEPP Input Category "Charging Infrastructure" for identifying the amount of charging infrastructure necessary to support the vehicles expected to electrify over a given time period.

Note: "**Fleet Interviews**" summarizes key insights from Guidehouse-led fleet interviews that were incorporated into assumptions around L2-DCFC power split and vehicles per charger; there is no specific corresponding section to this in the Report.

Data supporting TEPP Input Category "**Geospatial Layers**" with geospatial inputs that identify specific characteristics of California's major arterial roads and interstate highway corridors to determine optimal locations for EV charging infrastructure based on selected criteria.

This workbook is intended to supplement the Transportation Electrification (TE) Modeling inputs and assumptions (I&A) Narrative for the California Public Utilities Commission's (CPUC) Transportation Electrification Proactive Planning (TEPP) framework. The **purpose** of establishing the TEPP Modeling I&A is identify a common set of values and assumptions that can be used to model TE charging's electric system impacts along highway corridors. The **objective** of this document is to identify and vet the best available data relevant to modeling transportation patterns, charging and fueling patterns, and expected zero emission vehicle (ZEV) charging technology adoption timelines and locations.

The TEPP Modeling I&A will inform a Transportation Electrification Corridor Disaggregation Methodology (CDM) that can be used to disaggregate the CEC's Integrated Energy Policy Report (IEPR) California Energy Demand Forecast. This methodology will provide localized insights to identify the timing, location, and size of expected TE load growth along highway corridors in California for use in existing planning and cost recovery processes. The TEPP Modeling I&A will also allow for consistent forecasting and scenario building across existing planning and cost recovery processes, including but not limited to the Distribution Planning Process (DPP) and Transmission Planning Process (TPP). This document focuses primarily on I&A for public charging of electric light-duty vehicles (LD) and a combined medium and heavy-duty vehicle category (MDHD). TEPP I&A are in alignment with IEPR I&A wherever feasible.

The TEPP Modeling I&A focuses on inputs and assumptions for impacts from electric light-duty (LD), medium-duty, and heavy-duty vehicles (MDHD). It is specifically designed to support the CDM and other future studies. This document contains draft data inputs and assumptions for transportation electrification proactive planning. Due to the nascency of MDHD electrification, many inputs remain uncertain, particularly in

Acronym Definitions	Definition
BEV	Battery electric vehicle
CAISO	California Independent System Operator
CDT	Corridor Designation Tool
CEC	California Energy Commission
CTC	California Transportation Commission
CVC	Commercial vehicle cluster, one of IEPR's light duty vehicle classes
DCFC	Direct Current Fast Charging
EV	Electric vehicle
FAF 5	Federal Highway Administration's Freight Analysis Framework, Version 5, providing estimates of US freight flows
GVWR	Refers to the maximum weight a vehicle is designed to carry including the net weight of the vehicle with accessories, plus the weight of passengers, fuel, and cargo
IEPR	Integrated Energy Policy Report, developed by the CEC Allows for consistent forecasting and scenario building across existing planning and cost recovery processes, including but not limited to the Distribution Planning Process (DPP) and Transmission Planning Process (TPP)
IOU	Investor-owned utility
L2	Level 2 charging
LDV	Light duty vehicle
LSE	Load serving entity
MDHD	Medium- and heavy-duty vehicle
OOS	Out of State
PVC	Personal vehicle cluster, one of IEPR's light duty vehicle classes
SOC	State of Charge, representing an electric vehicle battery's energy levels as a percentage; analogous to the fuel gauge of a gasoline-powered vehicle
TAC	Transmission Access Charge
TEPP I&A	Inputs and assumptions for CPUC's Transportation Electrification Proactive Planning and related activities
VMT	Vehicle miles traveled
ZCTA	ZIP code tabulation area (generalized areal representation of the geographic extent and distribution of zip codes, as provided by Census.gov
Zone	Refers to the Freight Analysis Framework (FAF 5) zones within California and used in the 'Vehicle Miles Traveled' tab (data from the CEC)

Zone Acronyms (as used in 'Vehicles Miles Traveled' tab)

Zone	Definition
CA	Used only for Vehicle Use Case = School Bus and Transit Bus. The CEC VMT data for buses was not broken out by FAF 5 zone granularity, so this zone comprises the entire state of California.
CA Fresno (FAF zone)	Fresno-Madera, CA
CA Los A (FAF zone)	Los Angeles/Long Beach port areas
CA Sacra (FAF zone)	Sacramento-Arden-Arcade-Truckee, CA-NV
CA San D (FAF zone)	San Diego-Carlsbad-San Marcos, CA
CA San J (FAF zone)	San Jose-San Francisco-Oakland, CA Oakland port area
CA rem (FAF zone)	Remainder of California

Vehicles

Source: see table for sources

Highlighted cells reflect modifications from I&A previously issued in October 1, 2025 Ruling

Input	Limitations	Source	Data Availability
IEPR vehicle forecast	See TEPP Modeling I&A Report for details on limitations around Forecast Period and Geographic Granularity The 2026 IEPR will be used for the initial implementation of TEPP.	CEC, IEPR, AATE 3 vehicle forecast scenario	Publicly available through public agency

Justification: AATE Scenario 3 recommended for TEPP because it is included in the "single forecast set" used by CPUC, CEC, and California Independent System Operator (CAISO).

Research Recommendation: N/A

Input	Limitations	Source	Data Availability
IEPR LD mapping	Multiple light-duty classes are combined into passenger cars or light trucks. This likely loses some granularity in terms of charging impacts.	CEC, IEPR, AATE 3 vehicle forecast scenario	Publicly available through public agency

Justification: For IEPR, the CEC rolls up vehicles by owner (commercial, personal, or other). However, there are significant differences in fuel efficiency between passenger cars and light trucks, which would influence charging needs. This LD mapping allows the TEPP to distinguish between light trucks and passenger cars.
Research Recommendation: Determine whether consolidating vehicles by use case is an appropriate approach

Input	Limitations	Source	Data Availability
Fleet Vehicle Location: Telematics	Currently available telematics data account for less than 5% of California fleet vehicles. This relatively small sample will result in vehicles being concentrated geographically after inflating the domicile figures to match the IEPR forecast.	Geotab	Due to CPUC contractual obligations with Geotab, raw aggregate data inputs from those data sets cannot be made publicly available. These sources and data sets are the best available at the time of this research, and are subject to change.

Justification: Including fleet vehicle domicile location will accurately determine where vehicle depots are and where they are likely to charge.
Research Recommendation: Identify barriers preventing use of privately held vehicle domicile data in CPUC proceedings and approaches to overcoming barriers.

Input	Limitations	Source	Data Availability
PVC Location: Vehicle Registration (individually owned LDV registration data by zip code)	Fleet vehicles may not be domiciled where they are registered, which would cause incorrect grid impact estimates; however, vehicle registration data is a more reliable indicator of domicile location for individually owned LD vehicles.	S&P Global Mobility	Due to contractual obligations with commercial providers raw aggregate data inputs from those data sets cannot be made publicly available. These sources and data sets are the best available at the time of this research, and are subject to change.

Justification: Vehicle registration data obtained from the 'Vehicles in Operation National Vehicle Population Profile (NVPP) data dated January 1, 2024, for California, vehicles through class 8, includes geographically granular counts of all personally owned LD vehicles (IEPR class 'PVC') in California by zip code.
Research Recommendation: N/A

Input	Limitations	Source	Data Availability
Vehicle use cases	The justification for combining the IEPR vehicle classes into the use cases shown in the Vehicle Use Cases tab is that it will help reduce complexity and make the results easier to understand. The limitation associated with this justification is that it may reduce important differentiation across classes. An additional limitation is the combining of government and rental light-duty vehicles into the "Other" category. There are some key differences between these vehicle types, for example, government vehicles are subject to the Advanced Clean Fleets ZEV sales mandates, and rental vehicles have higher VMT than individually owned vehicles. There are some situations where developing more granularity for vehicle classes in future iterations of the CDM could provide additional insights. For example, LD taxis and rentals have significantly different driving patterns compared to typical commercial vehicles. Use cases and routes for BEV are at different stages of development, with MDHD being the least developed. The I&A could be updated as the market evolves, and as driving behaviors and public and private charging assumptions change.	CEC	Publicly available through public agency

Justification: Reduced complexity by consolidating similar vehicles (e.g., GVWR4-6 delivery trucks). Combined IEPR classes have similar VMT and fuel efficiency and are expected to have similar charging needs (charging mostly at night at private charging stations).
Research Recommendation: Determine whether consolidating vehicles by use case is an appropriate approach

Vehicle Forecast

Source: California Energy Commission, Integrated Energy Policy Report 2026

Highlighted cells reflect modifications from I&A previously issued in October 1, 2025 Ruling

Light- Medium- and Heavy-Duty Vehicle Adoption

Class	Year	Owner	Powertrain	Vehicles
LT	2026	CVC	BEV	2026 IEPR Value
PC	2026	CVC	BEV	2026 IEPR Value
GVWR3	2026	NA	BEV	2026 IEPR Value
GVWR				
GV				
G				
G				
G				
G				
G				
G				
G				
G				
G				
G				
G				
G				
LT				
PC	2026	Other	BEV	2026 IEPR Value
Other Bus	2026	NA	BEV	2026 IEPR Value
LT	2026	PVC	BEV	2026 IEPR Value
PC	2026	PVC	BEV	2026 IEPR Value
School Bus	2026	NA	BEV	2026 IEPR Value
Urban Bus	2026	NA	BEV	2026 IEPR Value
LT	2026	CVC	Non-BEV	2026 IEPR Value
PC	2026	CVC	Non-BEV	2026 IEPR Value
GVWR3	2026	NA	Non-BEV	2026 IEPR Value
GVWR4and5	2026	NA	Non-BEV	2026 IEPR Value
GVWR4and5 Delivery	2026	NA	Non-BEV	2026 IEPR Value
GVWR6	2026	NA	Non-BEV	2026 IEPR Value
GVWR6 Delivery	2026	NA	Non-BEV	2026 IEPR Value
GVWR7	2026	NA	Non-BEV	2026 IEPR Value
GVWR7 COMBO	2026	NA	Non-BEV	2026 IEPR Value
GVWR7 Delivery	2026	NA	Non-BEV	2026 IEPR Value
GVWR8 CAIRP	2026	NA	Non-BEV	2026 IEPR Value

To be populated with 2026 IEPR values when published

Light- Medium- and Heavy-Duty Vehicle Adoption

Class	Year	Owner	Powertrain	Vehicles
GVWR8 COMBO	2026	NA	Non-BEV	2026 IEPR Value
GVWR8 IRP	2026	NA	Non-BEV	2026 IEPR Value
GVWR8 PORT	2026	NA	Non-BEV	2026 IEPR Value
GVWR8 PUBLIC AND UTILITY	2026	NA	Non-BEV	2026 IEPR Value
GVWR8 REFUSE AND RECYCLING	2026	NA	Non-BEV	2026 IEPR Value
GVWR8_SU	2026	NA	Non-BEV	2026 IEPR Value
GVWR8_SU DUMP	2026	NA	Non-BEV	2026 IEPR Value
LT	2026	Other	Non-BEV	2026 IEPR Value
PC	2026	Other	Non-BEV	2026 IEPR Value
Other Bus	2026	NA	Non-BEV	2026 IEPR Value
LT	2026	PVC	Non-BEV	2026 IEPR Value
PC	2026	PVC	Non-BEV	2026 IEPR Value
School Bus	2026	NA	Non-BEV	2026 IEPR Value
Urban Bus	2026	NA	Non-BEV	2026 IEPR Value
LT	2027	CVC	BEV	2026 IEPR Value
PC	2027	CVC	BEV	2026 IEPR Value
GVWR3	2027	NA	BEV	2026 IEPR Value
GVWR4and5	2027	NA	BEV	2026 IEPR Value
GVWR4and5 Delivery	2027	NA	BEV	2026 IEPR Value
GVWR6	2027	NA	BEV	2026 IEPR Value
GVWR6 Delivery	2027	NA	BEV	2026 IEPR Value
GVWR7	2027	NA	BEV	2026 IEPR Value
GVWR7 COMBO	2027	NA	BEV	2026 IEPR Value
GVWR7 Delivery	2027	NA	BEV	2026 IEPR Value
GVWR8 CAIRP	2027	NA	BEV	2026 IEPR Value
GVWR8 COMBO	2027	NA	BEV	2026 IEPR Value
GVWR8 IRP	2027	NA	BEV	2026 IEPR Value
GVWR8 PORT	2027	NA	BEV	2026 IEPR Value
GVWR8 PUBLIC AND UTILITY	2027	NA	BEV	2026 IEPR Value
GVWR8 REFUSE AND RECYCLING	2027	NA	BEV	2026 IEPR Value
GVWR8_SU	2027	NA	BEV	2026 IEPR Value
GVWR8_SU DUMP	2027	NA	BEV	2026 IEPR Value
LT	2027	Other	BEV	2026 IEPR Value
PC	2027	Other	BEV	2026 IEPR Value
Other Bus	2027	NA	BEV	2026 IEPR Value
LT	2027	PVC	BEV	2026 IEPR Value
PC	2027	PVC	BEV	2026 IEPR Value
School Bus	2027	NA	BEV	2026 IEPR Value
Urban Bus	2027	NA	BEV	2026 IEPR Value
LT	2027	CVC	Non-BEV	2026 IEPR Value

Light- Medium- and Heavy-Duty Vehicle Adoption

Class	Year	Owner	Powertrain	Vehicles
PC	2027	CVC	Non-BEV	2026 IEPR Value
GVWR3	2027	NA	Non-BEV	2026 IEPR Value
GVWR4and5	2027	NA	Non-BEV	2026 IEPR Value
GVWR4and5 Delivery	2027	NA	Non-BEV	2026 IEPR Value
GVWR6	2027	NA	Non-BEV	2026 IEPR Value
GVWR6 Delivery	2027	NA	Non-BEV	2026 IEPR Value
GVWR7	2027	NA	Non-BEV	2026 IEPR Value
GVWR7 COMBO	2027	NA	Non-BEV	2026 IEPR Value
GVWR7 Delivery	2027	NA	Non-BEV	2026 IEPR Value
GVWR8 CAIRP	2027	NA	Non-BEV	2026 IEPR Value
GVWR8 COMBO	2027	NA	Non-BEV	2026 IEPR Value
GVWR8 IRP	2027	NA	Non-BEV	2026 IEPR Value
GVWR8 PORT	2027	NA	Non-BEV	2026 IEPR Value
GVWR8 PUBLIC AND UTILITY	2027	NA	Non-BEV	2026 IEPR Value
GVWR8 REFUSE AND RECYCLING	2027	NA	Non-BEV	2026 IEPR Value
GVWR8_SU	2027	NA	Non-BEV	2026 IEPR Value
GVWR8_SU DUMP	2027	NA	Non-BEV	2026 IEPR Value
LT	2027	Other	Non-BEV	2026 IEPR Value
PC	2027	Other	Non-BEV	2026 IEPR Value
Other Bus	2027	NA	Non-BEV	2026 IEPR Value
LT	2027	PVC	Non-BEV	2026 IEPR Value
PC	2027	PVC	Non-BEV	2026 IEPR Value
School Bus	2027	NA	Non-BEV	2026 IEPR Value
Urban Bus	2027	NA	Non-BEV	2026 IEPR Value
LT	2028	CVC	BEV	2026 IEPR Value
PC	2028	CVC	BEV	2026 IEPR Value
GVWR3	2028	NA	BEV	2026 IEPR Value
GVWR4and5	2028	NA	BEV	2026 IEPR Value
GVWR4and5 Delivery	2028	NA	BEV	2026 IEPR Value
GVWR6	2028	NA	BEV	2026 IEPR Value
GVWR6 Delivery	2028	NA	BEV	2026 IEPR Value
GVWR7	2028	NA	BEV	2026 IEPR Value
GVWR7 COMBO	2028	NA	BEV	2026 IEPR Value
GVWR7 Delivery	2028	NA	BEV	2026 IEPR Value
GVWR8 CAIRP	2028	NA	BEV	2026 IEPR Value
GVWR8 COMBO	2028	NA	BEV	2026 IEPR Value
GVWR8 IRP	2028	NA	BEV	2026 IEPR Value
GVWR8 PORT	2028	NA	BEV	2026 IEPR Value
GVWR8 PUBLIC AND UTILITY	2028	NA	BEV	2026 IEPR Value
GVWR8 REFUSE AND RECYCLING	2028	NA	BEV	2026 IEPR Value

Light- Medium- and Heavy-Duty Vehicle Adoption

Class	Year	Owner	Powertrain	Vehicles
GVWR8_SU	2028	NA	BEV	2026 IEPR Value
GVWR8_SU DUMP	2028	NA	BEV	2026 IEPR Value
LT	2028	Other	BEV	2026 IEPR Value
PC	2028	Other	BEV	2026 IEPR Value
Other Bus	2028	NA	BEV	2026 IEPR Value
LT	2028	PVC	BEV	2026 IEPR Value
PC	2028	PVC	BEV	2026 IEPR Value
School Bus	2028	NA	BEV	2026 IEPR Value
Urban Bus	2028	NA	BEV	2026 IEPR Value
LT	2028	CVC	Non-BEV	2026 IEPR Value
PC	2028	CVC	Non-BEV	2026 IEPR Value
GVWR3	2028	NA	Non-BEV	2026 IEPR Value
GVWR4and5	2028	NA	Non-BEV	2026 IEPR Value
GVWR4and5 Delivery	2028	NA	Non-BEV	2026 IEPR Value
GVWR6	2028	NA	Non-BEV	2026 IEPR Value
GVWR6 Delivery	2028	NA	Non-BEV	2026 IEPR Value
GVWR7	2028	NA	Non-BEV	2026 IEPR Value
GVWR7 COMBO	2028	NA	Non-BEV	2026 IEPR Value
GVWR7 Delivery	2028	NA	Non-BEV	2026 IEPR Value
GVWR8 CAIRP	2028	NA	Non-BEV	2026 IEPR Value
GVWR8 COMBO	2028	NA	Non-BEV	2026 IEPR Value
GVWR8 IRP	2028	NA	Non-BEV	2026 IEPR Value
GVWR8 PORT	2028	NA	Non-BEV	2026 IEPR Value
GVWR8 PUBLIC AND UTILITY	2028	NA	Non-BEV	2026 IEPR Value
GVWR8 REFUSE AND RECYCLING	2028	NA	Non-BEV	2026 IEPR Value
GVWR8_SU	2028	NA	Non-BEV	2026 IEPR Value
GVWR8_SU DUMP	2028	NA	Non-BEV	2026 IEPR Value
LT	2028	Other	Non-BEV	2026 IEPR Value
PC	2028	Other	Non-BEV	2026 IEPR Value
Other Bus	2028	NA	Non-BEV	2026 IEPR Value
LT	2028	PVC	Non-BEV	2026 IEPR Value
PC	2028	PVC	Non-BEV	2026 IEPR Value
School Bus	2028	NA	Non-BEV	2026 IEPR Value
Urban Bus	2028	NA	Non-BEV	2026 IEPR Value
LT	2029	CVC	BEV	2026 IEPR Value
PC	2029	CVC	BEV	2026 IEPR Value
GVWR3	2029	NA	BEV	2026 IEPR Value
GVWR4and5	2029	NA	BEV	2026 IEPR Value
GVWR4and5 Delivery	2029	NA	BEV	2026 IEPR Value
GVWR6	2029	NA	BEV	2026 IEPR Value

Light- Medium- and Heavy-Duty Vehicle Adoption

Class	Year	Owner	Powertrain	Vehicles
GVWR6 Delivery	2029	NA	BEV	2026 IEPR Value
GVWR7	2029	NA	BEV	2026 IEPR Value
GVWR7 COMBO	2029	NA	BEV	2026 IEPR Value
GVWR7 Delivery	2029	NA	BEV	2026 IEPR Value
GVWR8 CAIRP	2029	NA	BEV	2026 IEPR Value
GVWR8 COMBO	2029	NA	BEV	2026 IEPR Value
GVWR8 IRP	2029	NA	BEV	2026 IEPR Value
GVWR8 PORT	2029	NA	BEV	2026 IEPR Value
GVWR8 PUBLIC AND UTILITY	2029	NA	BEV	2026 IEPR Value
GVWR8 REFUSE AND RECYCLING	2029	NA	BEV	2026 IEPR Value
GVWR8_SU	2029	NA	BEV	2026 IEPR Value
GVWR8_SU DUMP	2029	NA	BEV	2026 IEPR Value
LT	2029	Other	BEV	2026 IEPR Value
PC	2029	Other	BEV	2026 IEPR Value
Other Bus	2029	NA	BEV	2026 IEPR Value
LT	2029	PVC	BEV	2026 IEPR Value
PC	2029	PVC	BEV	2026 IEPR Value
School Bus	2029	NA	BEV	2026 IEPR Value
Urban Bus	2029	NA	BEV	2026 IEPR Value
LT	2029	CVC	Non-BEV	2026 IEPR Value
PC	2029	CVC	Non-BEV	2026 IEPR Value
GVWR3	2029	NA	Non-BEV	2026 IEPR Value
GVWR4and5	2029	NA	Non-BEV	2026 IEPR Value
GVWR4and5 Delivery	2029	NA	Non-BEV	2026 IEPR Value
GVWR6	2029	NA	Non-BEV	2026 IEPR Value
GVWR6 Delivery	2029	NA	Non-BEV	2026 IEPR Value
GVWR7	2029	NA	Non-BEV	2026 IEPR Value
GVWR7 COMBO	2029	NA	Non-BEV	2026 IEPR Value
GVWR7 Delivery	2029	NA	Non-BEV	2026 IEPR Value
GVWR8 CAIRP	2029	NA	Non-BEV	2026 IEPR Value
GVWR8 COMBO	2029	NA	Non-BEV	2026 IEPR Value
GVWR8 IRP	2029	NA	Non-BEV	2026 IEPR Value
GVWR8 PORT	2029	NA	Non-BEV	2026 IEPR Value
GVWR8 PUBLIC AND UTILITY	2029	NA	Non-BEV	2026 IEPR Value
GVWR8 REFUSE AND RECYCLING	2029	NA	Non-BEV	2026 IEPR Value
GVWR8_SU	2029	NA	Non-BEV	2026 IEPR Value
GVWR8_SU DUMP	2029	NA	Non-BEV	2026 IEPR Value
LT	2029	Other	Non-BEV	2026 IEPR Value
PC	2029	Other	Non-BEV	2026 IEPR Value
Other Bus	2029	NA	Non-BEV	2026 IEPR Value

Light- Medium- and Heavy-Duty Vehicle Adoption

Class	Year	Owner	Powertrain	Vehicles
LT	2029	PVC	Non-BEV	2026 IEPR Value
PC	2029	PVC	Non-BEV	2026 IEPR Value
School Bus	2029	NA	Non-BEV	2026 IEPR Value
Urban Bus	2029	NA	Non-BEV	2026 IEPR Value
LT	2030	CVC	BEV	2026 IEPR Value
PC	2030	CVC	BEV	2026 IEPR Value
GVWR3	2030	NA	BEV	2026 IEPR Value
GVWR4and5	2030	NA	BEV	2026 IEPR Value
GVWR4and5 Delivery	2030	NA	BEV	2026 IEPR Value
GVWR6	2030	NA	BEV	2026 IEPR Value
GVWR6 Delivery	2030	NA	BEV	2026 IEPR Value
GVWR7	2030	NA	BEV	2026 IEPR Value
GVWR7 COMBO	2030	NA	BEV	2026 IEPR Value
GVWR7 Delivery	2030	NA	BEV	2026 IEPR Value
GVWR8 CAIRP	2030	NA	BEV	2026 IEPR Value
GVWR8 COMBO	2030	NA	BEV	2026 IEPR Value
GVWR8 IRP	2030	NA	BEV	2026 IEPR Value
GVWR8 PORT	2030	NA	BEV	2026 IEPR Value
GVWR8 PUBLIC AND UTILITY	2030	NA	BEV	2026 IEPR Value
GVWR8 REFUSE AND RECYCLING	2030	NA	BEV	2026 IEPR Value
GVWR8_SU	2030	NA	BEV	2026 IEPR Value
GVWR8_SU DUMP	2030	NA	BEV	2026 IEPR Value
LT	2030	Other	BEV	2026 IEPR Value
PC	2030	Other	BEV	2026 IEPR Value
Other Bus	2030	NA	BEV	2026 IEPR Value
LT	2030	PVC	BEV	2026 IEPR Value
PC	2030	PVC	BEV	2026 IEPR Value
School Bus	2030	NA	BEV	2026 IEPR Value
Urban Bus	2030	NA	BEV	2026 IEPR Value
LT	2030	CVC	Non-BEV	2026 IEPR Value
PC	2030	CVC	Non-BEV	2026 IEPR Value
GVWR3	2030	NA	Non-BEV	2026 IEPR Value
GVWR4and5	2030	NA	Non-BEV	2026 IEPR Value
GVWR4and5 Delivery	2030	NA	Non-BEV	2026 IEPR Value
GVWR6	2030	NA	Non-BEV	2026 IEPR Value
GVWR6 Delivery	2030	NA	Non-BEV	2026 IEPR Value
GVWR7	2030	NA	Non-BEV	2026 IEPR Value
GVWR7 COMBO	2030	NA	Non-BEV	2026 IEPR Value
GVWR7 Delivery	2030	NA	Non-BEV	2026 IEPR Value
GVWR8 CAIRP	2030	NA	Non-BEV	2026 IEPR Value

Light- Medium- and Heavy-Duty Vehicle Adoption

Class	Year	Owner	Powertrain	Vehicles
GVWR8 COMBO	2030	NA	Non-BEV	2026 IEPR Value
GVWR8 IRP	2030	NA	Non-BEV	2026 IEPR Value
GVWR8 PORT	2030	NA	Non-BEV	2026 IEPR Value
GVWR8 PUBLIC AND UTILITY	2030	NA	Non-BEV	2026 IEPR Value
GVWR8 REFUSE AND RECYCLING	2030	NA	Non-BEV	2026 IEPR Value
GVWR8_SU	2030	NA	Non-BEV	2026 IEPR Value
GVWR8_SU DUMP	2030	NA	Non-BEV	2026 IEPR Value
LT	2030	Other	Non-BEV	2026 IEPR Value
PC	2030	Other	Non-BEV	2026 IEPR Value
Other Bus	2030	NA	Non-BEV	2026 IEPR Value
LT	2030	PVC	Non-BEV	2026 IEPR Value
PC	2030	PVC	Non-BEV	2026 IEPR Value
School Bus	2030	NA	Non-BEV	2026 IEPR Value
Urban Bus	2030	NA	Non-BEV	2026 IEPR Value
LT	2031	CVC	BEV	2026 IEPR Value
PC	2031	CVC	BEV	2026 IEPR Value
GVWR3	2031	NA	BEV	2026 IEPR Value
GVWR4and5	2031	NA	BEV	2026 IEPR Value
GVWR4and5 Delivery	2031	NA	BEV	2026 IEPR Value
GVWR6	2031	NA	BEV	2026 IEPR Value
GVWR6 Delivery	2031	NA	BEV	2026 IEPR Value
GVWR7	2031	NA	BEV	2026 IEPR Value
GVWR7 COMBO	2031	NA	BEV	2026 IEPR Value
GVWR7 Delivery	2031	NA	BEV	2026 IEPR Value
GVWR8 CAIRP	2031	NA	BEV	2026 IEPR Value
GVWR8 COMBO	2031	NA	BEV	2026 IEPR Value
GVWR8 IRP	2031	NA	BEV	2026 IEPR Value
GVWR8 PORT	2031	NA	BEV	2026 IEPR Value
GVWR8 PUBLIC AND UTILITY	2031	NA	BEV	2026 IEPR Value
GVWR8 REFUSE AND RECYCLING	2031	NA	BEV	2026 IEPR Value
GVWR8_SU	2031	NA	BEV	2026 IEPR Value
GVWR8_SU DUMP	2031	NA	BEV	2026 IEPR Value
LT	2031	Other	BEV	2026 IEPR Value
PC	2031	Other	BEV	2026 IEPR Value
Other Bus	2031	NA	BEV	2026 IEPR Value
LT	2031	PVC	BEV	2026 IEPR Value
PC	2031	PVC	BEV	2026 IEPR Value
School Bus	2031	NA	BEV	2026 IEPR Value
Urban Bus	2031	NA	BEV	2026 IEPR Value
LT	2031	CVC	Non-BEV	2026 IEPR Value

Light- Medium- and Heavy-Duty Vehicle Adoption

Class	Year	Owner	Powertrain	Vehicles
PC	2031	CVC	Non-BEV	2026 IEPR Value
GVWR3	2031	NA	Non-BEV	2026 IEPR Value
GVWR4and5	2031	NA	Non-BEV	2026 IEPR Value
GVWR4and5 Delivery	2031	NA	Non-BEV	2026 IEPR Value
GVWR6	2031	NA	Non-BEV	2026 IEPR Value
GVWR6 Delivery	2031	NA	Non-BEV	2026 IEPR Value
GVWR7	2031	NA	Non-BEV	2026 IEPR Value
GVWR7 COMBO	2031	NA	Non-BEV	2026 IEPR Value
GVWR7 Delivery	2031	NA	Non-BEV	2026 IEPR Value
GVWR8 CAIRP	2031	NA	Non-BEV	2026 IEPR Value
GVWR8 COMBO	2031	NA	Non-BEV	2026 IEPR Value
GVWR8 IRP	2031	NA	Non-BEV	2026 IEPR Value
GVWR8 PORT	2031	NA	Non-BEV	2026 IEPR Value
GVWR8 PUBLIC AND UTILITY	2031	NA	Non-BEV	2026 IEPR Value
GVWR8 REFUSE AND RECYCLING	2031	NA	Non-BEV	2026 IEPR Value
GVWR8_SU	2031	NA	Non-BEV	2026 IEPR Value
GVWR8_SU DUMP	2031	NA	Non-BEV	2026 IEPR Value
LT	2031	Other	Non-BEV	2026 IEPR Value
PC	2031	Other	Non-BEV	2026 IEPR Value
Other Bus	2031	NA	Non-BEV	2026 IEPR Value
LT	2031	PVC	Non-BEV	2026 IEPR Value
PC	2031	PVC	Non-BEV	2026 IEPR Value
School Bus	2031	NA	Non-BEV	2026 IEPR Value
Urban Bus	2031	NA	Non-BEV	2026 IEPR Value
LT	2032	CVC	BEV	2026 IEPR Value
PC	2032	CVC	BEV	2026 IEPR Value
GVWR3	2032	NA	BEV	2026 IEPR Value
GVWR4and5	2032	NA	BEV	2026 IEPR Value
GVWR4and5 Delivery	2032	NA	BEV	2026 IEPR Value
GVWR6	2032	NA	BEV	2026 IEPR Value
GVWR6 Delivery	2032	NA	BEV	2026 IEPR Value
GVWR7	2032	NA	BEV	2026 IEPR Value
GVWR7 COMBO	2032	NA	BEV	2026 IEPR Value
GVWR7 Delivery	2032	NA	BEV	2026 IEPR Value
GVWR8 CAIRP	2032	NA	BEV	2026 IEPR Value
GVWR8 COMBO	2032	NA	BEV	2026 IEPR Value
GVWR8 IRP	2032	NA	BEV	2026 IEPR Value
GVWR8 PORT	2032	NA	BEV	2026 IEPR Value
GVWR8 PUBLIC AND UTILITY	2032	NA	BEV	2026 IEPR Value
GVWR8 REFUSE AND RECYCLING	2032	NA	BEV	2026 IEPR Value

Light- Medium- and Heavy-Duty Vehicle Adoption

Class	Year	Owner	Powertrain	Vehicles
GVWR8_SU	2032	NA	BEV	2026 IEPR Value
GVWR8_SU DUMP	2032	NA	BEV	2026 IEPR Value
LT	2032	Other	BEV	2026 IEPR Value
PC	2032	Other	BEV	2026 IEPR Value
Other Bus	2032	NA	BEV	2026 IEPR Value
LT	2032	PVC	BEV	2026 IEPR Value
PC	2032	PVC	BEV	2026 IEPR Value
School Bus	2032	NA	BEV	2026 IEPR Value
Urban Bus	2032	NA	BEV	2026 IEPR Value
LT	2032	CVC	Non-BEV	2026 IEPR Value
PC	2032	CVC	Non-BEV	2026 IEPR Value
GVWR3	2032	NA	Non-BEV	2026 IEPR Value
GVWR4and5	2032	NA	Non-BEV	2026 IEPR Value
GVWR4and5 Delivery	2032	NA	Non-BEV	2026 IEPR Value
GVWR6	2032	NA	Non-BEV	2026 IEPR Value
GVWR6 Delivery	2032	NA	Non-BEV	2026 IEPR Value
GVWR7	2032	NA	Non-BEV	2026 IEPR Value
GVWR7 COMBO	2032	NA	Non-BEV	2026 IEPR Value
GVWR7 Delivery	2032	NA	Non-BEV	2026 IEPR Value
GVWR8 CAIRP	2032	NA	Non-BEV	2026 IEPR Value
GVWR8 COMBO	2032	NA	Non-BEV	2026 IEPR Value
GVWR8 IRP	2032	NA	Non-BEV	2026 IEPR Value
GVWR8 PORT	2032	NA	Non-BEV	2026 IEPR Value
GVWR8 PUBLIC AND UTILITY	2032	NA	Non-BEV	2026 IEPR Value
GVWR8 REFUSE AND RECYCLING	2032	NA	Non-BEV	2026 IEPR Value
GVWR8_SU	2032	NA	Non-BEV	2026 IEPR Value
GVWR8_SU DUMP	2032	NA	Non-BEV	2026 IEPR Value
LT	2032	Other	Non-BEV	2026 IEPR Value
PC	2032	Other	Non-BEV	2026 IEPR Value
Other Bus	2032	NA	Non-BEV	2026 IEPR Value
LT	2032	PVC	Non-BEV	2026 IEPR Value
PC	2032	PVC	Non-BEV	2026 IEPR Value
School Bus	2032	NA	Non-BEV	2026 IEPR Value
Urban Bus	2032	NA	Non-BEV	2026 IEPR Value
LT	2033	CVC	BEV	2026 IEPR Value
PC	2033	CVC	BEV	2026 IEPR Value
GVWR3	2033	NA	BEV	2026 IEPR Value
GVWR4and5	2033	NA	BEV	2026 IEPR Value
GVWR4and5 Delivery	2033	NA	BEV	2026 IEPR Value
GVWR6	2033	NA	BEV	2026 IEPR Value

Light- Medium- and Heavy-Duty Vehicle Adoption

Class	Year	Owner	Powertrain	Vehicles
GVWR6 Delivery	2033	NA	BEV	2026 IEPR Value
GVWR7	2033	NA	BEV	2026 IEPR Value
GVWR7 COMBO	2033	NA	BEV	2026 IEPR Value
GVWR7 Delivery	2033	NA	BEV	2026 IEPR Value
GVWR8 CAIRP	2033	NA	BEV	2026 IEPR Value
GVWR8 COMBO	2033	NA	BEV	2026 IEPR Value
GVWR8 IRP	2033	NA	BEV	2026 IEPR Value
GVWR8 PORT	2033	NA	BEV	2026 IEPR Value
GVWR8 PUBLIC AND UTILITY	2033	NA	BEV	2026 IEPR Value
GVWR8 REFUSE AND RECYCLING	2033	NA	BEV	2026 IEPR Value
GVWR8_SU	2033	NA	BEV	2026 IEPR Value
GVWR8_SU DUMP	2033	NA	BEV	2026 IEPR Value
LT	2033	Other	BEV	2026 IEPR Value
PC	2033	Other	BEV	2026 IEPR Value
Other Bus	2033	NA	BEV	2026 IEPR Value
LT	2033	PVC	BEV	2026 IEPR Value
PC	2033	PVC	BEV	2026 IEPR Value
School Bus	2033	NA	BEV	2026 IEPR Value
Urban Bus	2033	NA	BEV	2026 IEPR Value
LT	2033	CVC	Non-BEV	2026 IEPR Value
PC	2033	CVC	Non-BEV	2026 IEPR Value
GVWR3	2033	NA	Non-BEV	2026 IEPR Value
GVWR4and5	2033	NA	Non-BEV	2026 IEPR Value
GVWR4and5 Delivery	2033	NA	Non-BEV	2026 IEPR Value
GVWR6	2033	NA	Non-BEV	2026 IEPR Value
GVWR6 Delivery	2033	NA	Non-BEV	2026 IEPR Value
GVWR7	2033	NA	Non-BEV	2026 IEPR Value
GVWR7 COMBO	2033	NA	Non-BEV	2026 IEPR Value
GVWR7 Delivery	2033	NA	Non-BEV	2026 IEPR Value
GVWR8 CAIRP	2033	NA	Non-BEV	2026 IEPR Value
GVWR8 COMBO	2033	NA	Non-BEV	2026 IEPR Value
GVWR8 IRP	2033	NA	Non-BEV	2026 IEPR Value
GVWR8 PORT	2033	NA	Non-BEV	2026 IEPR Value
GVWR8 PUBLIC AND UTILITY	2033	NA	Non-BEV	2026 IEPR Value
GVWR8 REFUSE AND RECYCLING	2033	NA	Non-BEV	2026 IEPR Value
GVWR8_SU	2033	NA	Non-BEV	2026 IEPR Value
GVWR8_SU DUMP	2033	NA	Non-BEV	2026 IEPR Value
LT	2033	Other	Non-BEV	2026 IEPR Value
PC	2033	Other	Non-BEV	2026 IEPR Value
Other Bus	2033	NA	Non-BEV	2026 IEPR Value

Light- Medium- and Heavy-Duty Vehicle Adoption

Class	Year	Owner	Powertrain	Vehicles
LT	2033	PVC	Non-BEV	2026 IEPR Value
PC	2033	PVC	Non-BEV	2026 IEPR Value
School Bus	2033	NA	Non-BEV	2026 IEPR Value
Urban Bus	2033	NA	Non-BEV	2026 IEPR Value
LT	2034	CVC	BEV	2026 IEPR Value
PC	2034	CVC	BEV	2026 IEPR Value
GVWR3	2034	NA	BEV	2026 IEPR Value
GVWR4and5	2034	NA	BEV	2026 IEPR Value
GVWR4and5 Delivery	2034	NA	BEV	2026 IEPR Value
GVWR6	2034	NA	BEV	2026 IEPR Value
GVWR6 Delivery	2034	NA	BEV	2026 IEPR Value
GVWR7	2034	NA	BEV	2026 IEPR Value
GVWR7 COMBO	2034	NA	BEV	2026 IEPR Value
GVWR7 Delivery	2034	NA	BEV	2026 IEPR Value
GVWR8 CAIRP	2034	NA	BEV	2026 IEPR Value
GVWR8 COMBO	2034	NA	BEV	2026 IEPR Value
GVWR8 IRP	2034	NA	BEV	2026 IEPR Value
GVWR8 PORT	2034	NA	BEV	2026 IEPR Value
GVWR8 PUBLIC AND UTILITY	2034	NA	BEV	2026 IEPR Value
GVWR8 REFUSE AND RECYCLING	2034	NA	BEV	2026 IEPR Value
GVWR8_SU	2034	NA	BEV	2026 IEPR Value
GVWR8_SU DUMP	2034	NA	BEV	2026 IEPR Value
LT	2034	Other	BEV	2026 IEPR Value
PC	2034	Other	BEV	2026 IEPR Value
Other Bus	2034	NA	BEV	2026 IEPR Value
LT	2034	PVC	BEV	2026 IEPR Value
PC	2034	PVC	BEV	2026 IEPR Value
School Bus	2034	NA	BEV	2026 IEPR Value
Urban Bus	2034	NA	BEV	2026 IEPR Value
LT	2034	CVC	Non-BEV	2026 IEPR Value
PC	2034	CVC	Non-BEV	2026 IEPR Value
GVWR3	2034	NA	Non-BEV	2026 IEPR Value
GVWR4and5	2034	NA	Non-BEV	2026 IEPR Value
GVWR4and5 Delivery	2034	NA	Non-BEV	2026 IEPR Value
GVWR6	2034	NA	Non-BEV	2026 IEPR Value
GVWR6 Delivery	2034	NA	Non-BEV	2026 IEPR Value
GVWR7	2034	NA	Non-BEV	2026 IEPR Value
GVWR7 COMBO	2034	NA	Non-BEV	2026 IEPR Value
GVWR7 Delivery	2034	NA	Non-BEV	2026 IEPR Value
GVWR8 CAIRP	2034	NA	Non-BEV	2026 IEPR Value

Light- Medium- and Heavy-Duty Vehicle Adoption

Class	Year	Owner	Powertrain	Vehicles
GVWR8 COMBO	2034	NA	Non-BEV	2026 IEPR Value
GVWR8 IRP	2034	NA	Non-BEV	2026 IEPR Value
GVWR8 PORT	2034	NA	Non-BEV	2026 IEPR Value
GVWR8 PUBLIC AND UTILITY	2034	NA	Non-BEV	2026 IEPR Value
GVWR8 REFUSE AND RECYCLING	2034	NA	Non-BEV	2026 IEPR Value
GVWR8_SU	2034	NA	Non-BEV	2026 IEPR Value
GVWR8_SU DUMP	2034	NA	Non-BEV	2026 IEPR Value
LT	2034	Other	Non-BEV	2026 IEPR Value
PC	2034	Other	Non-BEV	2026 IEPR Value
Other Bus	2034	NA	Non-BEV	2026 IEPR Value
LT	2034	PVC	Non-BEV	2026 IEPR Value
PC	2034	PVC	Non-BEV	2026 IEPR Value
School Bus	2034	NA	Non-BEV	2026 IEPR Value
Urban Bus	2034	NA	Non-BEV	2026 IEPR Value
LT	2035	CVC	BEV	2026 IEPR Value
PC	2035	CVC	BEV	2026 IEPR Value
GVWR3	2035	NA	BEV	2026 IEPR Value
GVWR4and5	2035	NA	BEV	2026 IEPR Value
GVWR4and5 Delivery	2035	NA	BEV	2026 IEPR Value
GVWR6	2035	NA	BEV	2026 IEPR Value
GVWR6 Delivery	2035	NA	BEV	2026 IEPR Value
GVWR7	2035	NA	BEV	2026 IEPR Value
GVWR7 COMBO	2035	NA	BEV	2026 IEPR Value
GVWR7 Delivery	2035	NA	BEV	2026 IEPR Value
GVWR8 CAIRP	2035	NA	BEV	2026 IEPR Value
GVWR8 COMBO	2035	NA	BEV	2026 IEPR Value
GVWR8 IRP	2035	NA	BEV	2026 IEPR Value
GVWR8 PORT	2035	NA	BEV	2026 IEPR Value
GVWR8 PUBLIC AND UTILITY	2035	NA	BEV	2026 IEPR Value
GVWR8 REFUSE AND RECYCLING	2035	NA	BEV	2026 IEPR Value
GVWR8_SU	2035	NA	BEV	2026 IEPR Value
GVWR8_SU DUMP	2035	NA	BEV	2026 IEPR Value
LT	2035	Other	BEV	2026 IEPR Value
PC	2035	Other	BEV	2026 IEPR Value
Other Bus	2035	NA	BEV	2026 IEPR Value
LT	2035	PVC	BEV	2026 IEPR Value
PC	2035	PVC	BEV	2026 IEPR Value
School Bus	2035	NA	BEV	2026 IEPR Value
Urban Bus	2035	NA	BEV	2026 IEPR Value
LT	2035	CVC	Non-BEV	2026 IEPR Value

Light- Medium- and Heavy-Duty Vehicle Adoption

Class	Year	Owner	Powertrain	Vehicles
PC	2035	CVC	Non-BEV	2026 IEPR Value
GVWR3	2035	NA	Non-BEV	2026 IEPR Value
GVWR4and5	2035	NA	Non-BEV	2026 IEPR Value
GVWR4and5 Delivery	2035	NA	Non-BEV	2026 IEPR Value
GVWR6	2035	NA	Non-BEV	2026 IEPR Value
GVWR6 Delivery	2035	NA	Non-BEV	2026 IEPR Value
GVWR7	2035	NA	Non-BEV	2026 IEPR Value
GVWR7 COMBO	2035	NA	Non-BEV	2026 IEPR Value
GVWR7 Delivery	2035	NA	Non-BEV	2026 IEPR Value
GVWR8 CAIRP	2035	NA	Non-BEV	2026 IEPR Value
GVWR8 COMBO	2035	NA	Non-BEV	2026 IEPR Value
GVWR8 IRP	2035	NA	Non-BEV	2026 IEPR Value
GVWR8 PORT	2035	NA	Non-BEV	2026 IEPR Value
GVWR8 PUBLIC AND UTILITY	2035	NA	Non-BEV	2026 IEPR Value
GVWR8 REFUSE AND RECYCLING	2035	NA	Non-BEV	2026 IEPR Value
GVWR8_SU	2035	NA	Non-BEV	2026 IEPR Value
GVWR8_SU DUMP	2035	NA	Non-BEV	2026 IEPR Value
LT	2035	Other	Non-BEV	2026 IEPR Value
PC	2035	Other	Non-BEV	2026 IEPR Value
Other Bus	2035	NA	Non-BEV	2026 IEPR Value
LT	2035	PVC	Non-BEV	2026 IEPR Value
PC	2035	PVC	Non-BEV	2026 IEPR Value
School Bus	2035	NA	Non-BEV	2026 IEPR Value
Urban Bus	2035	NA	Non-BEV	2026 IEPR Value
LT	2036	CVC	BEV	2026 IEPR Value
PC	2036	CVC	BEV	2026 IEPR Value
GVWR3	2036	NA	BEV	2026 IEPR Value
GVWR4and5	2036	NA	BEV	2026 IEPR Value
GVWR4and5 Delivery	2036	NA	BEV	2026 IEPR Value
GVWR6	2036	NA	BEV	2026 IEPR Value
GVWR6 Delivery	2036	NA	BEV	2026 IEPR Value
GVWR7	2036	NA	BEV	2026 IEPR Value
GVWR7 COMBO	2036	NA	BEV	2026 IEPR Value
GVWR7 Delivery	2036	NA	BEV	2026 IEPR Value
GVWR8 CAIRP	2036	NA	BEV	2026 IEPR Value
GVWR8 COMBO	2036	NA	BEV	2026 IEPR Value
GVWR8 IRP	2036	NA	BEV	2026 IEPR Value
GVWR8 PORT	2036	NA	BEV	2026 IEPR Value
GVWR8 PUBLIC AND UTILITY	2036	NA	BEV	2026 IEPR Value
GVWR8 REFUSE AND RECYCLING	2036	NA	BEV	2026 IEPR Value

Light- Medium- and Heavy-Duty Vehicle Adoption

Class	Year	Owner	Powertrain	Vehicles
GVWR8_SU	2036	NA	BEV	2026 IEPR Value
GVWR8_SU DUMP	2036	NA	BEV	2026 IEPR Value
LT	2036	Other	BEV	2026 IEPR Value
PC	2036	Other	BEV	2026 IEPR Value
Other Bus	2036	NA	BEV	2026 IEPR Value
LT	2036	PVC	BEV	2026 IEPR Value
PC	2036	PVC	BEV	2026 IEPR Value
School Bus	2036	NA	BEV	2026 IEPR Value
Urban Bus	2036	NA	BEV	2026 IEPR Value
LT	2036	CVC	Non-BEV	2026 IEPR Value
PC	2036	CVC	Non-BEV	2026 IEPR Value
GVWR3	2036	NA	Non-BEV	2026 IEPR Value
GVWR4and5	2036	NA	Non-BEV	2026 IEPR Value
GVWR4and5 Delivery	2036	NA	Non-BEV	2026 IEPR Value
GVWR6	2036	NA	Non-BEV	2026 IEPR Value
GVWR6 Delivery	2036	NA	Non-BEV	2026 IEPR Value
GVWR7	2036	NA	Non-BEV	2026 IEPR Value
GVWR7 COMBO	2036	NA	Non-BEV	2026 IEPR Value
GVWR7 Delivery	2036	NA	Non-BEV	2026 IEPR Value
GVWR8 CAIRP	2036	NA	Non-BEV	2026 IEPR Value
GVWR8 COMBO	2036	NA	Non-BEV	2026 IEPR Value
GVWR8 IRP	2036	NA	Non-BEV	2026 IEPR Value
GVWR8 PORT	2036	NA	Non-BEV	2026 IEPR Value
GVWR8 PUBLIC AND UTILITY	2036	NA	Non-BEV	2026 IEPR Value
GVWR8 REFUSE AND RECYCLING	2036	NA	Non-BEV	2026 IEPR Value
GVWR8_SU	2036	NA	Non-BEV	2026 IEPR Value
GVWR8_SU DUMP	2036	NA	Non-BEV	2026 IEPR Value
LT	2036	Other	Non-BEV	2026 IEPR Value
PC	2036	Other	Non-BEV	2026 IEPR Value
Other Bus	2036	NA	Non-BEV	2026 IEPR Value
LT	2036	PVC	Non-BEV	2026 IEPR Value
PC	2036	PVC	Non-BEV	2026 IEPR Value
School Bus	2036	NA	Non-BEV	2026 IEPR Value
Urban Bus	2036	NA	Non-BEV	2026 IEPR Value
LT	2037	CVC	BEV	2026 IEPR Value
PC	2037	CVC	BEV	2026 IEPR Value
GVWR3	2037	NA	BEV	2026 IEPR Value
GVWR4and5	2037	NA	BEV	2026 IEPR Value
GVWR4and5 Delivery	2037	NA	BEV	2026 IEPR Value
GVWR6	2037	NA	BEV	2026 IEPR Value

Light- Medium- and Heavy-Duty Vehicle Adoption

Class	Year	Owner	Powertrain	Vehicles
GVWR6 Delivery	2037	NA	BEV	2026 IEPR Value
GVWR7	2037	NA	BEV	2026 IEPR Value
GVWR7 COMBO	2037	NA	BEV	2026 IEPR Value
GVWR7 Delivery	2037	NA	BEV	2026 IEPR Value
GVWR8 CAIRP	2037	NA	BEV	2026 IEPR Value
GVWR8 COMBO	2037	NA	BEV	2026 IEPR Value
GVWR8 IRP	2037	NA	BEV	2026 IEPR Value
GVWR8 PORT	2037	NA	BEV	2026 IEPR Value
GVWR8 PUBLIC AND UTILITY	2037	NA	BEV	2026 IEPR Value
GVWR8 REFUSE AND RECYCLING	2037	NA	BEV	2026 IEPR Value
GVWR8_SU	2037	NA	BEV	2026 IEPR Value
GVWR8_SU DUMP	2037	NA	BEV	2026 IEPR Value
LT	2037	Other	BEV	2026 IEPR Value
PC	2037	Other	BEV	2026 IEPR Value
Other Bus	2037	NA	BEV	2026 IEPR Value
LT	2037	PVC	BEV	2026 IEPR Value
PC	2037	PVC	BEV	2026 IEPR Value
School Bus	2037	NA	BEV	2026 IEPR Value
Urban Bus	2037	NA	BEV	2026 IEPR Value
LT	2037	CVC	Non-BEV	2026 IEPR Value
PC	2037	CVC	Non-BEV	2026 IEPR Value
GVWR3	2037	NA	Non-BEV	2026 IEPR Value
GVWR4and5	2037	NA	Non-BEV	2026 IEPR Value
GVWR4and5 Delivery	2037	NA	Non-BEV	2026 IEPR Value
GVWR6	2037	NA	Non-BEV	2026 IEPR Value
GVWR6 Delivery	2037	NA	Non-BEV	2026 IEPR Value
GVWR7	2037	NA	Non-BEV	2026 IEPR Value
GVWR7 COMBO	2037	NA	Non-BEV	2026 IEPR Value
GVWR7 Delivery	2037	NA	Non-BEV	2026 IEPR Value
GVWR8 CAIRP	2037	NA	Non-BEV	2026 IEPR Value
GVWR8 COMBO	2037	NA	Non-BEV	2026 IEPR Value
GVWR8 IRP	2037	NA	Non-BEV	2026 IEPR Value
GVWR8 PORT	2037	NA	Non-BEV	2026 IEPR Value
GVWR8 PUBLIC AND UTILITY	2037	NA	Non-BEV	2026 IEPR Value
GVWR8 REFUSE AND RECYCLING	2037	NA	Non-BEV	2026 IEPR Value
GVWR8_SU	2037	NA	Non-BEV	2026 IEPR Value
GVWR8_SU DUMP	2037	NA	Non-BEV	2026 IEPR Value
LT	2037	Other	Non-BEV	2026 IEPR Value
PC	2037	Other	Non-BEV	2026 IEPR Value
Other Bus	2037	NA	Non-BEV	2026 IEPR Value

Light- Medium- and Heavy-Duty Vehicle Adoption

Class	Year	Owner	Powertrain	Vehicles
LT	2037	PVC	Non-BEV	2026 IEPR Value
PC	2037	PVC	Non-BEV	2026 IEPR Value
School Bus	2037	NA	Non-BEV	2026 IEPR Value
Urban Bus	2037	NA	Non-BEV	2026 IEPR Value
LT	2038	CVC	BEV	2026 IEPR Value
PC	2038	CVC	BEV	2026 IEPR Value
GVWR3	2038	NA	BEV	2026 IEPR Value
GVWR4and5	2038	NA	BEV	2026 IEPR Value
GVWR4and5 Delivery	2038	NA	BEV	2026 IEPR Value
GVWR6	2038	NA	BEV	2026 IEPR Value
GVWR6 Delivery	2038	NA	BEV	2026 IEPR Value
GVWR7	2038	NA	BEV	2026 IEPR Value
GVWR7 COMBO	2038	NA	BEV	2026 IEPR Value
GVWR7 Delivery	2038	NA	BEV	2026 IEPR Value
GVWR8 CAIRP	2038	NA	BEV	2026 IEPR Value
GVWR8 COMBO	2038	NA	BEV	2026 IEPR Value
GVWR8 IRP	2038	NA	BEV	2026 IEPR Value
GVWR8 PORT	2038	NA	BEV	2026 IEPR Value
GVWR8 PUBLIC AND UTILITY	2038	NA	BEV	2026 IEPR Value
GVWR8 REFUSE AND RECYCLING	2038	NA	BEV	2026 IEPR Value
GVWR8_SU	2038	NA	BEV	2026 IEPR Value
GVWR8_SU DUMP	2038	NA	BEV	2026 IEPR Value
LT	2038	Other	BEV	2026 IEPR Value
PC	2038	Other	BEV	2026 IEPR Value
Other Bus	2038	NA	BEV	2026 IEPR Value
LT	2038	PVC	BEV	2026 IEPR Value
PC	2038	PVC	BEV	2026 IEPR Value
School Bus	2038	NA	BEV	2026 IEPR Value
Urban Bus	2038	NA	BEV	2026 IEPR Value
LT	2038	CVC	Non-BEV	2026 IEPR Value
PC	2038	CVC	Non-BEV	2026 IEPR Value
GVWR3	2038	NA	Non-BEV	2026 IEPR Value
GVWR4and5	2038	NA	Non-BEV	2026 IEPR Value
GVWR4and5 Delivery	2038	NA	Non-BEV	2026 IEPR Value
GVWR6	2038	NA	Non-BEV	2026 IEPR Value
GVWR6 Delivery	2038	NA	Non-BEV	2026 IEPR Value
GVWR7	2038	NA	Non-BEV	2026 IEPR Value
GVWR7 COMBO	2038	NA	Non-BEV	2026 IEPR Value
GVWR7 Delivery	2038	NA	Non-BEV	2026 IEPR Value
GVWR8 CAIRP	2038	NA	Non-BEV	2026 IEPR Value

Light- Medium- and Heavy-Duty Vehicle Adoption

Class	Year	Owner	Powertrain	Vehicles
GVWR8 COMBO	2038	NA	Non-BEV	2026 IEPR Value
GVWR8 IRP	2038	NA	Non-BEV	2026 IEPR Value
GVWR8 PORT	2038	NA	Non-BEV	2026 IEPR Value
GVWR8 PUBLIC AND UTILITY	2038	NA	Non-BEV	2026 IEPR Value
GVWR8 REFUSE AND RECYCLING	2038	NA	Non-BEV	2026 IEPR Value
GVWR8_SU	2038	NA	Non-BEV	2026 IEPR Value
GVWR8_SU DUMP	2038	NA	Non-BEV	2026 IEPR Value
LT	2038	Other	Non-BEV	2026 IEPR Value
PC	2038	Other	Non-BEV	2026 IEPR Value
Other Bus	2038	NA	Non-BEV	2026 IEPR Value
LT	2038	PVC	Non-BEV	2026 IEPR Value
PC	2038	PVC	Non-BEV	2026 IEPR Value
School Bus	2038	NA	Non-BEV	2026 IEPR Value
Urban Bus	2038	NA	Non-BEV	2026 IEPR Value
LT	2039	CVC	BEV	2026 IEPR Value
PC	2039	CVC	BEV	2026 IEPR Value
GVWR3	2039	NA	BEV	2026 IEPR Value
GVWR4and5	2039	NA	BEV	2026 IEPR Value
GVWR4and5 Delivery	2039	NA	BEV	2026 IEPR Value
GVWR6	2039	NA	BEV	2026 IEPR Value
GVWR6 Delivery	2039	NA	BEV	2026 IEPR Value
GVWR7	2039	NA	BEV	2026 IEPR Value
GVWR7 COMBO	2039	NA	BEV	2026 IEPR Value
GVWR7 Delivery	2039	NA	BEV	2026 IEPR Value
GVWR8 CAIRP	2039	NA	BEV	2026 IEPR Value
GVWR8 COMBO	2039	NA	BEV	2026 IEPR Value
GVWR8 IRP	2039	NA	BEV	2026 IEPR Value
GVWR8 PORT	2039	NA	BEV	2026 IEPR Value
GVWR8 PUBLIC AND UTILITY	2039	NA	BEV	2026 IEPR Value
GVWR8 REFUSE AND RECYCLING	2039	NA	BEV	2026 IEPR Value
GVWR8_SU	2039	NA	BEV	2026 IEPR Value
GVWR8_SU DUMP	2039	NA	BEV	2026 IEPR Value
LT	2039	Other	BEV	2026 IEPR Value
PC	2039	Other	BEV	2026 IEPR Value
Other Bus	2039	NA	BEV	2026 IEPR Value
LT	2039	PVC	BEV	2026 IEPR Value
PC	2039	PVC	BEV	2026 IEPR Value
School Bus	2039	NA	BEV	2026 IEPR Value
Urban Bus	2039	NA	BEV	2026 IEPR Value
LT	2039	CVC	Non-BEV	2026 IEPR Value

Light- Medium- and Heavy-Duty Vehicle Adoption

Class	Year	Owner	Powertrain	Vehicles
PC	2039	CVC	Non-BEV	2026 IEPR Value
GVWR3	2039	NA	Non-BEV	2026 IEPR Value
GVWR4and5	2039	NA	Non-BEV	2026 IEPR Value
GVWR4and5 Delivery	2039	NA	Non-BEV	2026 IEPR Value
GVWR6	2039	NA	Non-BEV	2026 IEPR Value
GVWR6 Delivery	2039	NA	Non-BEV	2026 IEPR Value
GVWR7	2039	NA	Non-BEV	2026 IEPR Value
GVWR7 COMBO	2039	NA	Non-BEV	2026 IEPR Value
GVWR7 Delivery	2039	NA	Non-BEV	2026 IEPR Value
GVWR8 CAIRP	2039	NA	Non-BEV	2026 IEPR Value
GVWR8 COMBO	2039	NA	Non-BEV	2026 IEPR Value
GVWR8 IRP	2039	NA	Non-BEV	2026 IEPR Value
GVWR8 PORT	2039	NA	Non-BEV	2026 IEPR Value
GVWR8 PUBLIC AND UTILITY	2039	NA	Non-BEV	2026 IEPR Value
GVWR8 REFUSE AND RECYCLING	2039	NA	Non-BEV	2026 IEPR Value
GVWR8_SU	2039	NA	Non-BEV	2026 IEPR Value
GVWR8_SU DUMP	2039	NA	Non-BEV	2026 IEPR Value
LT	2039	Other	Non-BEV	2026 IEPR Value
PC	2039	Other	Non-BEV	2026 IEPR Value
Other Bus	2039	NA	Non-BEV	2026 IEPR Value
LT	2039	PVC	Non-BEV	2026 IEPR Value
PC	2039	PVC	Non-BEV	2026 IEPR Value
School Bus	2039	NA	Non-BEV	2026 IEPR Value
Urban Bus	2039	NA	Non-BEV	2026 IEPR Value
LT	2040	CVC	BEV	2026 IEPR Value
PC	2040	CVC	BEV	2026 IEPR Value
GVWR3	2040	NA	BEV	2026 IEPR Value
GVWR4and5	2040	NA	BEV	2026 IEPR Value
GVWR4and5 Delivery	2040	NA	BEV	2026 IEPR Value
GVWR6	2040	NA	BEV	2026 IEPR Value
GVWR6 Delivery	2040	NA	BEV	2026 IEPR Value
GVWR7	2040	NA	BEV	2026 IEPR Value
GVWR7 COMBO	2040	NA	BEV	2026 IEPR Value
GVWR7 Delivery	2040	NA	BEV	2026 IEPR Value
GVWR8 CAIRP	2040	NA	BEV	2026 IEPR Value
GVWR8 COMBO	2040	NA	BEV	2026 IEPR Value
GVWR8 IRP	2040	NA	BEV	2026 IEPR Value
GVWR8 PORT	2040	NA	BEV	2026 IEPR Value
GVWR8 PUBLIC AND UTILITY	2040	NA	BEV	2026 IEPR Value
GVWR8 REFUSE AND RECYCLING	2040	NA	BEV	2026 IEPR Value

Light- Medium- and Heavy-Duty Vehicle Adoption

Class	Year	Owner	Powertrain	Vehicles
GVWR8_SU	2040	NA	BEV	2026 IEPR Value
GVWR8_SU DUMP	2040	NA	BEV	2026 IEPR Value
LT	2040	Other	BEV	2026 IEPR Value
PC	2040	Other	BEV	2026 IEPR Value
Other Bus	2040	NA	BEV	2026 IEPR Value
LT	2040	PVC	BEV	2026 IEPR Value
PC	2040	PVC	BEV	2026 IEPR Value
School Bus	2040	NA	BEV	2026 IEPR Value
Urban Bus	2040	NA	BEV	2026 IEPR Value
LT	2040	CVC	Non-BEV	2026 IEPR Value
PC	2040	CVC	Non-BEV	2026 IEPR Value
GVWR3	2040	NA	Non-BEV	2026 IEPR Value
GVWR4and5	2040	NA	Non-BEV	2026 IEPR Value
GVWR4and5 Delivery	2040	NA	Non-BEV	2026 IEPR Value
GVWR6	2040	NA	Non-BEV	2026 IEPR Value
GVWR6 Delivery	2040	NA	Non-BEV	2026 IEPR Value
GVWR7	2040	NA	Non-BEV	2026 IEPR Value
GVWR7 COMBO	2040	NA	Non-BEV	2026 IEPR Value
GVWR7 Delivery	2040	NA	Non-BEV	2026 IEPR Value
GVWR8 CAIRP	2040	NA	Non-BEV	2026 IEPR Value
GVWR8 COMBO	2040	NA	Non-BEV	2026 IEPR Value
GVWR8 IRP	2040	NA	Non-BEV	2026 IEPR Value
GVWR8 PORT	2040	NA	Non-BEV	2026 IEPR Value
GVWR8 PUBLIC AND UTILITY	2040	NA	Non-BEV	2026 IEPR Value
GVWR8 REFUSE AND RECYCLING	2040	NA	Non-BEV	2026 IEPR Value
GVWR8_SU	2040	NA	Non-BEV	2026 IEPR Value
GVWR8_SU DUMP	2040	NA	Non-BEV	2026 IEPR Value
LT	2040	Other	Non-BEV	2026 IEPR Value
PC	2040	Other	Non-BEV	2026 IEPR Value
Other Bus	2040	NA	Non-BEV	2026 IEPR Value
LT	2040	PVC	Non-BEV	2026 IEPR Value
PC	2040	PVC	Non-BEV	2026 IEPR Value
School Bus	2040	NA	Non-BEV	2026 IEPR Value
Urban Bus	2040	NA	Non-BEV	2026 IEPR Value
LT	2041	CVC	BEV	2026 IEPR Value
PC	2041	CVC	BEV	2026 IEPR Value
GVWR3	2041	NA	BEV	2026 IEPR Value
GVWR4and5	2041	NA	BEV	2026 IEPR Value
GVWR4and5 Delivery	2041	NA	BEV	2026 IEPR Value
GVWR6	2041	NA	BEV	2026 IEPR Value

Light- Medium- and Heavy-Duty Vehicle Adoption

Class	Year	Owner	Powertrain	Vehicles
GVWR6 Delivery	2041	NA	BEV	2026 IEPR Value
GVWR7	2041	NA	BEV	2026 IEPR Value
GVWR7 COMBO	2041	NA	BEV	2026 IEPR Value
GVWR7 Delivery	2041	NA	BEV	2026 IEPR Value
GVWR8 CAIRP	2041	NA	BEV	2026 IEPR Value
GVWR8 COMBO	2041	NA	BEV	2026 IEPR Value
GVWR8 IRP	2041	NA	BEV	2026 IEPR Value
GVWR8 PORT	2041	NA	BEV	2026 IEPR Value
GVWR8 PUBLIC AND UTILITY	2041	NA	BEV	2026 IEPR Value
GVWR8 REFUSE AND RECYCLING	2041	NA	BEV	2026 IEPR Value
GVWR8_SU	2041	NA	BEV	2026 IEPR Value
GVWR8_SU DUMP	2041	NA	BEV	2026 IEPR Value
LT	2041	Other	BEV	2026 IEPR Value
PC	2041	Other	BEV	2026 IEPR Value
Other Bus	2041	NA	BEV	2026 IEPR Value
LT	2041	PVC	BEV	2026 IEPR Value
PC	2041	PVC	BEV	2026 IEPR Value
School Bus	2041	NA	BEV	2026 IEPR Value
Urban Bus	2041	NA	BEV	2026 IEPR Value
LT	2041	CVC	Non-BEV	2026 IEPR Value
PC	2041	CVC	Non-BEV	2026 IEPR Value
GVWR3	2041	NA	Non-BEV	2026 IEPR Value
GVWR4and5	2041	NA	Non-BEV	2026 IEPR Value
GVWR4and5 Delivery	2041	NA	Non-BEV	2026 IEPR Value
GVWR6	2041	NA	Non-BEV	2026 IEPR Value
GVWR6 Delivery	2041	NA	Non-BEV	2026 IEPR Value
GVWR7	2041	NA	Non-BEV	2026 IEPR Value
GVWR7 COMBO	2041	NA	Non-BEV	2026 IEPR Value
GVWR7 Delivery	2041	NA	Non-BEV	2026 IEPR Value
GVWR8 CAIRP	2041	NA	Non-BEV	2026 IEPR Value
GVWR8 COMBO	2041	NA	Non-BEV	2026 IEPR Value
GVWR8 IRP	2041	NA	Non-BEV	2026 IEPR Value
GVWR8 PORT	2041	NA	Non-BEV	2026 IEPR Value
GVWR8 PUBLIC AND UTILITY	2041	NA	Non-BEV	2026 IEPR Value
GVWR8 REFUSE AND RECYCLING	2041	NA	Non-BEV	2026 IEPR Value
GVWR8_SU	2041	NA	Non-BEV	2026 IEPR Value
GVWR8_SU DUMP	2041	NA	Non-BEV	2026 IEPR Value
LT	2041	Other	Non-BEV	2026 IEPR Value
PC	2041	Other	Non-BEV	2026 IEPR Value
Other Bus	2041	NA	Non-BEV	2026 IEPR Value

Light- Medium- and Heavy-Duty Vehicle Adoption

Class	Year	Owner	Powertrain	Vehicles
LT	2041	PVC	Non-BEV	2026 IEPR Value
PC	2041	PVC	Non-BEV	2026 IEPR Value
School Bus	2041	NA	Non-BEV	2026 IEPR Value
Urban Bus	2041	NA	Non-BEV	2026 IEPR Value
LT	2042	CVC	BEV	2026 IEPR Value
PC	2042	CVC	BEV	2026 IEPR Value
GVWR3	2042	NA	BEV	2026 IEPR Value
GVWR4and5	2042	NA	BEV	2026 IEPR Value
GVWR4and5 Delivery	2042	NA	BEV	2026 IEPR Value
GVWR6	2042	NA	BEV	2026 IEPR Value
GVWR6 Delivery	2042	NA	BEV	2026 IEPR Value
GVWR7	2042	NA	BEV	2026 IEPR Value
GVWR7 COMBO	2042	NA	BEV	2026 IEPR Value
GVWR7 Delivery	2042	NA	BEV	2026 IEPR Value
GVWR8 CAIRP	2042	NA	BEV	2026 IEPR Value
GVWR8 COMBO	2042	NA	BEV	2026 IEPR Value
GVWR8 IRP	2042	NA	BEV	2026 IEPR Value
GVWR8 PORT	2042	NA	BEV	2026 IEPR Value
GVWR8 PUBLIC AND UTILITY	2042	NA	BEV	2026 IEPR Value
GVWR8 REFUSE AND RECYCLING	2042	NA	BEV	2026 IEPR Value
GVWR8_SU	2042	NA	BEV	2026 IEPR Value
GVWR8_SU DUMP	2042	NA	BEV	2026 IEPR Value
LT	2042	Other	BEV	2026 IEPR Value
PC	2042	Other	BEV	2026 IEPR Value
Other Bus	2042	NA	BEV	2026 IEPR Value
LT	2042	PVC	BEV	2026 IEPR Value
PC	2042	PVC	BEV	2026 IEPR Value
School Bus	2042	NA	BEV	2026 IEPR Value
Urban Bus	2042	NA	BEV	2026 IEPR Value
LT	2042	CVC	Non-BEV	2026 IEPR Value
PC	2042	CVC	Non-BEV	2026 IEPR Value
GVWR3	2042	NA	Non-BEV	2026 IEPR Value
GVWR4and5	2042	NA	Non-BEV	2026 IEPR Value
GVWR4and5 Delivery	2042	NA	Non-BEV	2026 IEPR Value
GVWR6	2042	NA	Non-BEV	2026 IEPR Value
GVWR6 Delivery	2042	NA	Non-BEV	2026 IEPR Value
GVWR7	2042	NA	Non-BEV	2026 IEPR Value
GVWR7 COMBO	2042	NA	Non-BEV	2026 IEPR Value
GVWR7 Delivery	2042	NA	Non-BEV	2026 IEPR Value
GVWR8 CAIRP	2042	NA	Non-BEV	2026 IEPR Value

Light- Medium- and Heavy-Duty Vehicle Adoption

Class	Year	Owner	Powertrain	Vehicles
GVWR8 COMBO	2042	NA	Non-BEV	2026 IEPR Value
GVWR8 IRP	2042	NA	Non-BEV	2026 IEPR Value
GVWR8 PORT	2042	NA	Non-BEV	2026 IEPR Value
GVWR8 PUBLIC AND UTILITY	2042	NA	Non-BEV	2026 IEPR Value
GVWR8 REFUSE AND RECYCLING	2042	NA	Non-BEV	2026 IEPR Value
GVWR8_SU	2042	NA	Non-BEV	2026 IEPR Value
GVWR8_SU DUMP	2042	NA	Non-BEV	2026 IEPR Value
LT	2042	Other	Non-BEV	2026 IEPR Value
PC	2042	Other	Non-BEV	2026 IEPR Value
Other Bus	2042	NA	Non-BEV	2026 IEPR Value
LT	2042	PVC	Non-BEV	2026 IEPR Value
PC	2042	PVC	Non-BEV	2026 IEPR Value
School Bus	2042	NA	Non-BEV	2026 IEPR Value
Urban Bus	2042	NA	Non-BEV	2026 IEPR Value
LT	2043	CVC	BEV	2026 IEPR Value
PC	2043	CVC	BEV	2026 IEPR Value
GVWR3	2043	NA	BEV	2026 IEPR Value
GVWR4and5	2043	NA	BEV	2026 IEPR Value
GVWR4and5 Delivery	2043	NA	BEV	2026 IEPR Value
GVWR6	2043	NA	BEV	2026 IEPR Value
GVWR6 Delivery	2043	NA	BEV	2026 IEPR Value
GVWR7	2043	NA	BEV	2026 IEPR Value
GVWR7 COMBO	2043	NA	BEV	2026 IEPR Value
GVWR7 Delivery	2043	NA	BEV	2026 IEPR Value
GVWR8 CAIRP	2043	NA	BEV	2026 IEPR Value
GVWR8 COMBO	2043	NA	BEV	2026 IEPR Value
GVWR8 IRP	2043	NA	BEV	2026 IEPR Value
GVWR8 PORT	2043	NA	BEV	2026 IEPR Value
GVWR8 PUBLIC AND UTILITY	2043	NA	BEV	2026 IEPR Value
GVWR8 REFUSE AND RECYCLING	2043	NA	BEV	2026 IEPR Value
GVWR8_SU	2043	NA	BEV	2026 IEPR Value
GVWR8_SU DUMP	2043	NA	BEV	2026 IEPR Value
LT	2043	Other	BEV	2026 IEPR Value
PC	2043	Other	BEV	2026 IEPR Value
Other Bus	2043	NA	BEV	2026 IEPR Value
LT	2043	PVC	BEV	2026 IEPR Value
PC	2043	PVC	BEV	2026 IEPR Value
School Bus	2043	NA	BEV	2026 IEPR Value
Urban Bus	2043	NA	BEV	2026 IEPR Value
LT	2043	CVC	Non-BEV	2026 IEPR Value

Light- Medium- and Heavy-Duty Vehicle Adoption

Class	Year	Owner	Powertrain	Vehicles
PC	2043	CVC	Non-BEV	2026 IEPR Value
GVWR3	2043	NA	Non-BEV	2026 IEPR Value
GVWR4and5	2043	NA	Non-BEV	2026 IEPR Value
GVWR4and5 Delivery	2043	NA	Non-BEV	2026 IEPR Value
GVWR6	2043	NA	Non-BEV	2026 IEPR Value
GVWR6 Delivery	2043	NA	Non-BEV	2026 IEPR Value
GVWR7	2043	NA	Non-BEV	2026 IEPR Value
GVWR7 COMBO	2043	NA	Non-BEV	2026 IEPR Value
GVWR7 Delivery	2043	NA	Non-BEV	2026 IEPR Value
GVWR8 CAIRP	2043	NA	Non-BEV	2026 IEPR Value
GVWR8 COMBO	2043	NA	Non-BEV	2026 IEPR Value
GVWR8 IRP	2043	NA	Non-BEV	2026 IEPR Value
GVWR8 PORT	2043	NA	Non-BEV	2026 IEPR Value
GVWR8 PUBLIC AND UTILITY	2043	NA	Non-BEV	2026 IEPR Value
GVWR8 REFUSE AND RECYCLING	2043	NA	Non-BEV	2026 IEPR Value
GVWR8_SU	2043	NA	Non-BEV	2026 IEPR Value
GVWR8_SU DUMP	2043	NA	Non-BEV	2026 IEPR Value
LT	2043	Other	Non-BEV	2026 IEPR Value
PC	2043	Other	Non-BEV	2026 IEPR Value
Other Bus	2043	NA	Non-BEV	2026 IEPR Value
LT	2043	PVC	Non-BEV	2026 IEPR Value
PC	2043	PVC	Non-BEV	2026 IEPR Value
School Bus	2043	NA	Non-BEV	2026 IEPR Value
Urban Bus	2043	NA	Non-BEV	2026 IEPR Value
LT	2044	CVC	BEV	2026 IEPR Value
PC	2044	CVC	BEV	2026 IEPR Value
GVWR3	2044	NA	BEV	2026 IEPR Value
GVWR4and5	2044	NA	BEV	2026 IEPR Value
GVWR4and5 Delivery	2044	NA	BEV	2026 IEPR Value
GVWR6	2044	NA	BEV	2026 IEPR Value
GVWR6 Delivery	2044	NA	BEV	2026 IEPR Value
GVWR7	2044	NA	BEV	2026 IEPR Value
GVWR7 COMBO	2044	NA	BEV	2026 IEPR Value
GVWR7 Delivery	2044	NA	BEV	2026 IEPR Value
GVWR8 CAIRP	2044	NA	BEV	2026 IEPR Value
GVWR8 COMBO	2044	NA	BEV	2026 IEPR Value
GVWR8 IRP	2044	NA	BEV	2026 IEPR Value
GVWR8 PORT	2044	NA	BEV	2026 IEPR Value
GVWR8 PUBLIC AND UTILITY	2044	NA	BEV	2026 IEPR Value
GVWR8 REFUSE AND RECYCLING	2044	NA	BEV	2026 IEPR Value

Light- Medium- and Heavy-Duty Vehicle Adoption

Class	Year	Owner	Powertrain	Vehicles
GVWR8_SU	2044	NA	BEV	2026 IEPR Value
GVWR8_SU DUMP	2044	NA	BEV	2026 IEPR Value
LT	2044	Other	BEV	2026 IEPR Value
PC	2044	Other	BEV	2026 IEPR Value
Other Bus	2044	NA	BEV	2026 IEPR Value
LT	2044	PVC	BEV	2026 IEPR Value
PC	2044	PVC	BEV	2026 IEPR Value
School Bus	2044	NA	BEV	2026 IEPR Value
Urban Bus	2044	NA	BEV	2026 IEPR Value
LT	2044	CVC	Non-BEV	2026 IEPR Value
PC	2044	CVC	Non-BEV	2026 IEPR Value
GVWR3	2044	NA	Non-BEV	2026 IEPR Value
GVWR4and5	2044	NA	Non-BEV	2026 IEPR Value
GVWR4and5 Delivery	2044	NA	Non-BEV	2026 IEPR Value
GVWR6	2044	NA	Non-BEV	2026 IEPR Value
GVWR6 Delivery	2044	NA	Non-BEV	2026 IEPR Value
GVWR7	2044	NA	Non-BEV	2026 IEPR Value
GVWR7 COMBO	2044	NA	Non-BEV	2026 IEPR Value
GVWR7 Delivery	2044	NA	Non-BEV	2026 IEPR Value
GVWR8 CAIRP	2044	NA	Non-BEV	2026 IEPR Value
GVWR8 COMBO	2044	NA	Non-BEV	2026 IEPR Value
GVWR8 IRP	2044	NA	Non-BEV	2026 IEPR Value
GVWR8 PORT	2044	NA	Non-BEV	2026 IEPR Value
GVWR8 PUBLIC AND UTILITY	2044	NA	Non-BEV	2026 IEPR Value
GVWR8 REFUSE AND RECYCLING	2044	NA	Non-BEV	2026 IEPR Value
GVWR8_SU	2044	NA	Non-BEV	2026 IEPR Value
GVWR8_SU DUMP	2044	NA	Non-BEV	2026 IEPR Value
LT	2044	Other	Non-BEV	2026 IEPR Value
PC	2044	Other	Non-BEV	2026 IEPR Value
Other Bus	2044	NA	Non-BEV	2026 IEPR Value
LT	2044	PVC	Non-BEV	2026 IEPR Value
PC	2044	PVC	Non-BEV	2026 IEPR Value
School Bus	2044	NA	Non-BEV	2026 IEPR Value
Urban Bus	2044	NA	Non-BEV	2026 IEPR Value
LT	2045	CVC	BEV	2026 IEPR Value
PC	2045	CVC	BEV	2026 IEPR Value
GVWR3	2045	NA	BEV	2026 IEPR Value
GVWR4and5	2045	NA	BEV	2026 IEPR Value
GVWR4and5 Delivery	2045	NA	BEV	2026 IEPR Value
GVWR6	2045	NA	BEV	2026 IEPR Value

Light- Medium- and Heavy-Duty Vehicle Adoption

Class	Year	Owner	Powertrain	Vehicles
GVWR6 Delivery	2045	NA	BEV	2026 IEPR Value
GVWR7	2045	NA	BEV	2026 IEPR Value
GVWR7 COMBO	2045	NA	BEV	2026 IEPR Value
GVWR7 Delivery	2045	NA	BEV	2026 IEPR Value
GVWR8 CAIRP	2045	NA	BEV	2026 IEPR Value
GVWR8 COMBO	2045	NA	BEV	2026 IEPR Value
GVWR8 IRP	2045	NA	BEV	2026 IEPR Value
GVWR8 PORT	2045	NA	BEV	2026 IEPR Value
GVWR8 PUBLIC AND UTILITY	2045	NA	BEV	2026 IEPR Value
GVWR8 REFUSE AND RECYCLING	2045	NA	BEV	2026 IEPR Value
GVWR8_SU	2045	NA	BEV	2026 IEPR Value
GVWR8_SU DUMP	2045	NA	BEV	2026 IEPR Value
LT	2045	Other	BEV	2026 IEPR Value
PC	2045	Other	BEV	2026 IEPR Value
Other Bus	2045	NA	BEV	2026 IEPR Value
LT	2045	PVC	BEV	2026 IEPR Value
PC	2045	PVC	BEV	2026 IEPR Value
School Bus	2045	NA	BEV	2026 IEPR Value
Urban Bus	2045	NA	BEV	2026 IEPR Value
LT	2045	CVC	Non-BEV	2026 IEPR Value
PC	2045	CVC	Non-BEV	2026 IEPR Value
GVWR3	2045	NA	Non-BEV	2026 IEPR Value
GVWR4and5	2045	NA	Non-BEV	2026 IEPR Value
GVWR4and5 Delivery	2045	NA	Non-BEV	2026 IEPR Value
GVWR6	2045	NA	Non-BEV	2026 IEPR Value
GVWR6 Delivery	2045	NA	Non-BEV	2026 IEPR Value
GVWR7	2045	NA	Non-BEV	2026 IEPR Value
GVWR7 COMBO	2045	NA	Non-BEV	2026 IEPR Value
GVWR7 Delivery	2045	NA	Non-BEV	2026 IEPR Value
GVWR8 CAIRP	2045	NA	Non-BEV	2026 IEPR Value
GVWR8 COMBO	2045	NA	Non-BEV	2026 IEPR Value
GVWR8 IRP	2045	NA	Non-BEV	2026 IEPR Value
GVWR8 PORT	2045	NA	Non-BEV	2026 IEPR Value
GVWR8 PUBLIC AND UTILITY	2045	NA	Non-BEV	2026 IEPR Value
GVWR8 REFUSE AND RECYCLING	2045	NA	Non-BEV	2026 IEPR Value
GVWR8_SU	2045	NA	Non-BEV	2026 IEPR Value
GVWR8_SU DUMP	2045	NA	Non-BEV	2026 IEPR Value
LT	2045	Other	Non-BEV	2026 IEPR Value
PC	2045	Other	Non-BEV	2026 IEPR Value
Other Bus	2045	NA	Non-BEV	2026 IEPR Value

Light- Medium- and Heavy-Duty Vehicle Adoption

Class	Year	Owner	Powertrain	Vehicles
LT	2045	PVC	Non-BEV	2026 IEPR Value
PC	2045	PVC	Non-BEV	2026 IEPR Value
School Bus	2045	NA	Non-BEV	2026 IEPR Value
Urban Bus	2045	NA	Non-BEV	2026 IEPR Value

IEPR LD Mapping

Source: CEC (IEPR classes)

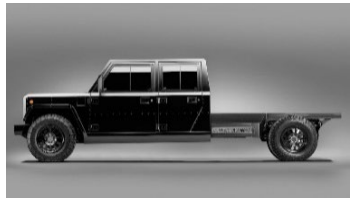
IEPR LD Class	TEPP LD Mapping
S Car-Midsize	PC
P SUV-Compact	PC
S SUV-Compact	PC
S Car-Compact	PC
P Car-Large	PC
S SUV-Subcompact	PC
S Car-Subcompact	PC
P Car-Compact	PC
P Car-Midsize	PC
S Car-Sport	PC
P Car-Subcompact	PC
S Car-Large	PC
P Car-Sport	PC
P SUV-Subcompact	PC
S SUV-Midsize	LT
S Pickup-Std	LT
S Pickup-Compact	LT
S SUV-Large	LT
P SUV-Midsize	LT
S Van-Minivan	LT
S Pickup-Heavy	LT
S Van-Heavy	LT
S Van-Std	LT
P SUV-Large	LT
P Van-Minivan	LT
P Pickup-Std	LT
S SUV-Heavy	LT
P Van-Std	LT
P Pickup-Heavy	LT

Vehicle Use Cases

Source: CEC (IEPR classes); Guidehouse for informational layout shown below

Highlighted cells reflect modifications from I&A previously issued in October 1, 2025 Ruling

Duty	IEPR Class	Vehicle Use Case	Examples	Example Make	Example Model
LDV	CVC (commercial vehicle) Light Truck	Commercial Light Truck		Rivian	R1
	Other (government & rental) Light Truck				
	CVC (commercial vehicle) Passenger Car	Commercial Passenger Car		Nissan	Ariya
	Other (government & rental) Passenger Car				
	PVC (personal vehicle) Light Truck	Personal Light Truck		Ford	F-150 Lightning
	PVC (personal vehicle) Passenger Car	Personal Passenger Car		Ford	Mustang Mach-E

Duty	IEPR Class	Vehicle Use Case	Examples	Example Make	Example Model
MDV	GVWR3	GVWR3 Pickup		GMC	HUMMER EV
	GVWR4and5	GVWR 4-6 Delivery Truck	 	Ford	E-Transit
	GVWR6				
	GVWR4and5 Delivery				
	GVWR6 Delivery		 		

Duty	IEPR Class	Vehicle Use Case	Examples	Example Make	Example Model
HDV	GVWR7	GVWR 7-8 Delivery	    	Freightliner	eM2 108
	GVWR7 Delivery				
	GVWR7 COMBO				
	GVWR8 COMBO	Short-Haul Truck		Volvo	VNR Electric
	GVWR8_SU				
	GVWR8 CAIRP	CA Long-Haul Truck		Freightliner	eCascadia
	GVWR8 IRP	OOS* Long-Haul Truck			
	GVWR8 PORT	Drayage Truck		Kenworth	T680
	GVWR8 REFUSE AND RECYCLING	Vocational Trucks		Peterbilt	520EV
	GVWR8 PUBLIC AND UTILITY				
	GVWR8_SU DUMP				
	Other Bus	Transit Bus	 	New Flyer	Xcelsior CHARGE NG
	Urban Bus			Blue Bird	Vision Electric
	School Bus	School Bus			

Notes
* Out of State

Charging Infrastructure

Source: see table for sources

Input Category	Input	Source	Data Availability
Charging Infrastructure	Assumptions for Power Preference and Suitability and Vehicles per charger	Guidehouse-led fleet manager interviews	Publicly available through public agency

Justification: Associating charging levels with vehicle use cases increases both precision and accuracy.
Limitations: Limited data set
Research Recommendation: Conduct additional fleet manager interviews and/or surveys to obtain a larger data set of fleet charging preferences

Input Category	Input	Source	Data Availability
Charging Infrastructure	Power Preference and Suitability	Fleet manager interviews; NREL EVI Pro-Lite (https://widgets.nrel.gov/ere/evi-pro-lite/#/load-profile?state=CA&urban_area=San+Diego&fleet_size=30000&results=true); additional sources identified in tab	See tab for details

Justification: Fleet manager interviews indicated a preference for L2 charging where possible. This workbook identifies which vehicles and use cases could use L2 power levels to meet estimated charging needs. Vehicles associated with L2 depot charging are assumed to occasionally require DCFC and public charging.
Associating charging levels with vehicle use cases increases both precision and accuracy.
EVI Pro-Lite provides charging use case estimates (e.g., L2 Home and DCFC Public) for personally owned vehicles (IEPR class 'PVC').
Limitations: This input assumes charging power preferences derived from fleet manager interviews represent the actual average and does not change over time. As the EVSE network expands, NREL's EVI Pro-Lite indicates personally owned LD BEV (IEPR class 'PVC') will use more intercity DC charging for uses like vacation travel. These assumptions are features of the underlying data. Additionally, because charging power preferences are derived from currently available data sources and interviews, they will not capture changes in technology-driven preferences such as alternative battery chemistries/designs, which are better suited for DCFC .
Research Recommendation: Investigate methods to obtain fleet L2 vs DCFC charging by use case.

Input Category	Input	Source	Data Availability
Charging Infrastructure	Vehicles per charger	See tab for details	See tab for details

Justification: This input differentiates the number of vehicles per charger by charging application, allowing for more precision in analysis.
Note that although AB 2127 also has analogous inputs, it does not provide the granularity sought by the TEPP analysis.
Limitations: Since BEV electrification is still nascent, especially for heavier vehicles, some inputs are based on fleet manager preferences, duty cycle estimates, or pilots. Such inputs may require updating as real-word applications scale and provide insight into how, when, and where BEVs charge.
Research Recommendation: Consider conducting more industry surveys to gain further real-world insights around MDHD EV vehicle-to-charger ratio preferences across a variety of use cases.

Input Category	Input	Source	Data Availability
Charging Infrastructure	Charger power	See tab for details	See tab for details

Justification: This input differentiates charger power by vehicle use cases, allowing for more precision in analysis. Note that although AB 2127 also has analogous inputs, it does not provide the granularity sought by the TEPP analysis.
Limitations: The key question for charger power is whether assumptions about future charger power will be accurate. MDHD BEV DCFC power levels are expected to increase in the future just as observed in the case of LD BEV DCFC. Initial LD BEV DCFC had a maximum limit of 50 kW, but now is available up to 350 kW. Higher charging in the MW range is already being explored but will be slow to install, quite costly, and will require substantial investment in transmission and distribution. It's possible that transmission and distribution challenges or solutions could make future charging either lower or higher than assumed. As successful business models for private and especially public charging emerge, assumptions regarding future charger power in the TEPP Modeling I&A can be further refined.
Research Recommendation: N/A

Fleet Interviews

Source: Guidehouse-led fleet manager interviews

Fleet Manager Interview Details	
Number of fleet managers interviewed:	9
Years interviewed:	2023 & 2024
Industry segments:	Municipal; Federal; Logistics; Food/Beverage; Long-haul; Short-haul
Vehicle types:	On-road; mostly MDHD
Route types:	Mostly regional, some long-haul

Charging Behavior Insights

Fleet	Fleet Makeup	Charging Location Preference	L2 DCFC Power Split Preference	Load Management Plan
Fleet 1	MDHD	Depot, public as backup	L2	Considering
Fleet 2	MDHD	Depot, public as backup	L2	Considering
Fleet 3	HDV	Depot, public as backup	DCFC	No
Fleet 4	HDV	Depot, public as backup	DCFC	No
Fleet 5	HDV	Depot, public as backup	Hydrogen	No
Fleet 6	HDV	Depot, public as backup	DCFC	Yes
Fleet 7	HDV	Depot, public as backup	DCFC	Yes
Fleet 8	HDV	Depot, public as backup	DCFC	Yes
Fleet 9	MDHD	Depot for MDV, en-route for long-haul	DCFC for Long-haul	No

Power Preference and Suitability

Source: See Notes below

Notes

* See 'Vehicle Miles Traveled' Tab for sources for 'Vehicle Miles Traveled' column

† See 'Fuel Efficiency' tab for sources for 'Fuel Efficiency' column

‡ VMT for this row is the weighted average from CEC's VMT assumptions and Vehicle Stock.

§ According to NREL's EVI Pro-Lite, home charging would use L2, but charging along long trips would use DCFC

Year	Duty	Vehicle Use Case	Vehicle Miles Traveled*	Fuel Efficiency (kWh/mile) †	Annual Energy (kWh)	Consumption per weekday (kWh)	L2 Port kW	Charge hours with 12 kW L2 port	Assumed available hours to charge for L2	Compatible with L2 charging
2024	LDV‡ §	Personal PC	10,713	0.29	3,107	11.95	12	1.00	10	Yes
2024	LDV‡ §	Personal LT	10,713	0.47	5,035	19.37	12	1.61	11	Yes
2024	LDV‡ §	Commercial PC	8,828	0.29	2,560	9.85	12	0.82	10	Yes
2024	LDV‡ §	Commercial LT	8,828	0.47	4,149	15.96	12	1.33	11	Yes
2024	MDV	GVWR3 Pickup	17,966	0.47	8,444	32.48	12	2.71	12	Yes
2024	MDV	GVWR 4-6 Delivery	18,004	0.96	17,284	66.48	12	5.54	12	Yes
2024	HDV	GVWR 7-8 Delivery	33,868	1.22	41,319	158.92	12	13.24	12	Yes
2024	HDV	Short-Haul Truck	32,365	2.27	73,469	282.57	12	23.55	12	Yes
2024	HDV	CA Long Haul Truck	77,044	2.33	179,513	690.43	12	57.54	12	Yes

Year	Duty	Vehicle Use Case	Vehicle Miles Traveled*	Fuel Efficiency (kWh/mile) †	Annual Energy (kWh)	Consumption per weekday (kWh)	L2 Port kW	Charge hours with 12 kW L2 port	Assumed available hours to charge for L2	Compatible with L2 charging
2024	HDV	OOS Long Haul Truck	94,489	2.33	220,159	846.77	12	70.56	12	Yes
2024	HDV	Drayage	34,695	2.27	78,758	302.92	12	25.24	12	Yes
2024	HDV	Vocational Truck	23,487	1.90	44,625	171.63	12	14.30	12	Yes
2024	HDV	Transit Bus	20,122	2.22	44,671	171.81	12	14.32	10	Yes
2024	HDV	School Bus	9,791	1.33	13,022	50.08	12	4.17	14	Yes
2024	LDV‡ §	Personal PC	8,800	0.28	2,464	9.48	22	0.43	10	Yes
2024	LDV‡ §	Personal LT	8,800	0.39	3,432	13.20	22	0.60	11	Yes
2024	LDV‡ §	Commercial PC	7,125	0.28	1,995	7.67	22	0.35	10	Yes
2024	LDV‡ §	Commercial LT	7,125	0.39	2,779	10.69	22	0.49	11	Yes
2024	MDV	GVWR3 Pickup	12,485	0.47	5,868	22.57	22	1.03	12	Yes
2024	MDV	GVWR 4-6 Delivery	12,373	0.96	11,878	45.68	22	2.08	12	Yes
2024	HDV	GVWR 7-8 Delivery	19,908	1.22	24,288	93.42	22	4.25	12	Yes
2024	HDV	Short-Haul Truck	18,280	2.27	41,496	159.60	22	7.25	12	Yes
2024	HDV	CA Long Haul Truck	62,709	2.33	146,112	561.97	22	25.54	12	No
2024	HDV	OOS Long Haul Truck	83,039	2.33	193,481	744.16	22	33.83	12	No
2024	HDV	Drayage	47,552	2.27	107,943	415.17	22	18.87	12	No

Year	Duty	Vehicle Use Case	Vehicle Miles Traveled*	Fuel Efficiency (kWh/mile) †	Annual Energy (kWh)	Consumption per weekday (kWh)	L2 Port kW	Charge hours with 12 kW L2 port	Assumed available hours to charge for L2	Compatible with L2 charging
2024	HDV	Vocational Truck	17,738	1.90	33,702	129.62	22	5.89	12	Yes
2024	HDV	Transit Bus	19,161	2.22	42,537	163.60	22	7.44	10	Yes
2024	HDV	School Bus	7,222	1.33	9,605	36.94	22	1.68	14	Yes

Vehicles per Charger

Source: See table for sources

Highlighted cells reflect modifications from I&A previously issued in October 1, 2025 Ruling

Notes

* Long term values are assumed to be when the market is mature (50% penetration) for vehicles associated with a particular charging use case (e.g., MDV delivery trucks for MDV depots). This will depend on the vehicle class and situation. Guidehouse assumes Port vehicles and MDV delivery trucks will reach maturity first amongst MDHDs. This assumption is based on IEPR forecast and penetration rates.

† Optimize means increase utilization or the percent of time a port is being used. This reduces capital costs as vehicles require fewer ports for charging

‡ Public charging includes shared public sites.

Ownership	Charging application	Charging technology	Vehicles per charging port current	Vehicles per charging port long-term*	Source	Availability
Private	LDV Fleet	L2	1.40	1.40	Inside Amazon's EV charging challenge - E&E News by POLITICO (eenews.net)	Publicly available through commercial entity

Notes: 100 vehicles and 70 L2 ports

Ownership	Charging application	Charging technology	Vehicles per charging port current	Vehicles per charging port long-term*	Source	Availability
Private	LDV Fleet	DCFC	33.00	33.00	Inside Amazon's EV charging challenge - E&E News by POLITICO (eenews.net)	Publicly available through commercial entity

Notes: 100 vehicles and 3 DCFC ports

Ownership	Charging application	Charging technology	Vehicles per charging port current	Vehicles per charging port long-term*	Source	Availability
Public	LDV Fleet (intercity)	DCFC	132.00	333.00	Commercially-available vehicle registration data and AFDC station locator: Source: Alternative Fuels Data Center: Electric Vehicle Infrastructure Toolbox (EVI-X Toolbox). (n.d.). https://afdc.energy.gov/evi-x-toolbox#/evi-pro-ports?region_type=state&charging-state=CA&vehicles=1178948&phev-support=full&res-access=56&phev-share=32&scenario=2&pev-car=47&pev-suv=32&pev-pickup=16&pev-van=5 Source: Alternative Fuels Data Center: Maps and Data - Electric vehicle registrations by state. (n.d.). https://afdc.energy.gov/data/10962#:~:text=Notes%3A%20California%20had%20approximately%201%2C178%2C948,electric%20vehicle%20registrations%20in%202023.	Publicly available through public agency

Notes: Dividing the LDV vehicle registration data (1,178,948 light-duty electric vehicle registrations in 2023) by the port counts from AFDC nearest substation data.

Ownership	Charging application	Charging technology	Vehicles per charging port current	Vehicles per charging port long-term*	Source	Availability
Public	LDV Individual (intercity)	DCFC	132.00	333.00	Commercially-available vehicle registration data and AFDC station locator: Source: Alternative Fuels Data Center: Electric Vehicle Infrastructure Toolbox (EVI-X Toolbox). (n.d.). https://afdc.energy.gov/evi-x-toolbox#/evi-pro-ports?region_type=state&charging-state=CA&vehicles=1178948&phev-support=full&res-access=56&phev-share=32&scenario=2&pev-car=47&pev-suv=32&pev-pickup=16&pev-van=5 Source: Alternative Fuels Data Center: Maps and Data - Electric vehicle registrations by state. (n.d.). https://afdc.energy.gov/data/10962#:~:text=Notes%3A%20California%20had%20approximately%201%2C178%2C948,electric%20vehicle%20registrations%20in%202023.	Publicly available through public agency

Notes: Dividing the LDV vehicle registration data (1,178,948 light-duty electric vehicle registrations in 2023) by the port counts from AFDC nearest substation data.

Ownership	Charging application	Charging technology	Vehicles per charging port current	Vehicles per charging port long-term*	Source	Availability
Public‡	Corridor (intercity - HDV)	DCFC	90.00	100.00	50% of 2024 MDHD-to-charger ratio in CA based on Commercially-available vehicle registration data and AFDC station locator: Source: https://afdc.energy.gov/stations#/find/nearest	Publicly available through public agency

Notes: Guidehouse assumes that fleets and truck stops will optimize†, and have more vehicles per charger in the future.
To estimate the vehicles-to-charger value for this use case, Guidehouse divided 50% of registered MDHD in CA by the number of MDHD ports in CA.

Ownership	Charging application	Charging technology	Vehicles per charging port current	Vehicles per charging port long-term*	Source	Availability
Private	HDV non-Delivery Depot	DCFC	5.00	10.00	SMUD and PepsiCo have 21 BEV semis and four 750 kW chargers. This suggests a 1:5 charger-to-vehicle ratio for short-haul and semi trucks, with approximately half of the chargers being used for long-haul (70% of their charging is expected to be at off-depot corridor sites) Source: https://runonless.com/roled-profiles/pepsico/	Publicly available through research agency

Notes: Guidehouse assumes depots will optimize†, and have more vehicles per charger in the future.

Ownership	Charging application	Charging technology	Vehicles per charging port current	Vehicles per charging port long-term*	Source	Availability
Private	HDV Delivery Depot	DCFC	50.00	50.00	For delivery trucks, LDV fleets, and school buses, the low annual VMT (see 'L2 DCFC Power Split' tab for source of assumption) and fleet manager interviews suggest they will use L2 charging, likely on a 1:1 ratio, with some DCFC backup. Amazon has approximately 10,000 delivery trucks and 12K charging stations, indicating L2 charging Source: https://www.aboutamazon.com/news/transportation/everything-you-need-to-know-about-amazons-electric-delivery-vans-from-rivian	Publicly available through commercial entity

Ownership	Charging application	Charging technology	Vehicles per charging port current	Vehicles per charging port long-term*	Source	Availability
Private	HDV Delivery Depot	L2	1.00	1.00	For delivery trucks, LDV fleets, and school buses, the low annual VMT (see 'L2-DCFC Power Split' tab for source of assumption) and fleet manager interviews suggest they will use L2 charging, likely on a 1:1 ratio, with some DCFC backup. Amazon has approximately 10,000 delivery trucks and 12K charging stations, indicating L2 charging Source: https://www.aboutamazon.com/news/transportation/everything-you-need-to-know-about-amazons-electric-delivery-vans-from-rivian	Publicly available through commercial entity

Ownership	Charging application	Charging technology	Vehicles per charging port current	Vehicles per charging port long-term*	Source	Availability
Public‡	Hub (regional MDV & HDV)	DCFC	90.00	200.00	50% of 2024 MDHD-to-charger ratio in CA based on Commercially-available vehicle registration data and AFDC station locator: Source: https://afdc.energy.gov/stations#/find/nearest	Publicly available through public agency

Notes: Guidehouse assumes that fleets and truck stops will optimize†, and have more vehicles per charger in the future.
To estimate the vehicles-to-charger value for this use case, Guidehouse divided 50% of registered MDHD in CA by the number of MDHD ports in CA.

Ownership	Charging application	Charging technology	Vehicles per charging port current	Vehicles per charging port long-term*	Source	Availability
Private	Long-Haul Depot (HDV)	DCFC	2.50	5.00	SMUD and PepsiCo have 21 BEV semis and four 750 kW chargers. This suggests a 1:5 charger-to-vehicle ratio for short-haul and semi trucks, with approximately half of the chargers being used for long-haul (70% of their charging is expected to be at off-depot corridor sites) Source: https://runonless.com/roled-profiles/pepsico/	Publicly available through research agency

Notes: Guidehouse assumes depots will optimize†, and have more vehicles per charger in the future

Ownership	Charging application	Charging technology	Vehicles per charging port current	Vehicles per charging port long-term*	Source	Availability
Private	MDV Depot	DCFC	50.00	50.00	For delivery trucks, LDV fleets, and school buses, the low annual VMT (see 'L2-DCFC Power Split' tab for source of assumption) and fleet manager interviews suggest they will use L2 charging, likely on a 1:1 ratio, with some DCFC backup. Amazon has approximately 10,000 delivery trucks and 12K charging stations, indicating L2 charging Source: https://www.aboutamazon.com/news/transportation/everything-you-need-to-know-about-amazons-electric-delivery-vans-from-rivian	Publicly available through commercial entity

Ownership	Charging application	Charging technology	Vehicles per charging port current	Vehicles per charging port long-term*	Source	Availability
Private	MDV Depot	L2	1.00	1.00	For delivery trucks, LDV fleets, and school buses, the low annual VMT (see 'L2-DCFC Power Split' tab for source of assumption) and fleet manager interviews suggest they will use L2 charging, likely on a 1:1 ratio, with some DCFC backup. Amazon has approximately 10,000 delivery trucks and 12K charging stations, indicating L2 charging Source: https://www.aboutamazon.com/news/transportation/everything-you-need-to-know-about-amazons-electric-delivery-vans-from-rivian	Publicly available through commercial entity

Ownership	Charging application	Charging technology	Vehicles per charging port current	Vehicles per charging port long-term*	Source	Availability
Private	School Bus Depot (HDV)	DCFC	50.00	50.00	For delivery trucks, LDV fleets, and school buses, the low annual VMT (see 'L2-DCFC Power Split' tab for source of assumption) and fleet manager interviews suggest they will use L2 charging, likely on a 1:1 ratio, with some DCFC backup. Amazon has approximately 10,000 delivery trucks and 12K charging stations, indicating L2 charging Source: https://www.aboutamazon.com/news/transportation/everything-you-need-to-know-about-amazons-electric-delivery-vans-from-rivian	Publicly available through commercial entity

Ownership	Charging application	Charging technology	Vehicles per charging port current	Vehicles per charging port long-term*	Source	Availability
Private	School Bus Depot (HDV)	L2	1.00	2.00	For delivery trucks, LDV fleets, and school buses, the low annual VMT (see 'L2-DCFC Power Split' tab for source of assumption) and fleet manager interviews suggest they will use L2 charging, likely on a 1:1 ratio, with some DCFC backup. Amazon has approximately 10,000 delivery trucks and 12K charging stations, indicating L2 charging Source: https://www.aboutamazon.com/news/transportation/everything-you-need-to-know-about-amazons-electric-delivery-vans-from-rivian	Publicly available through commercial entity

Notes: Guidehouse expects school bus fleets to optimize and have more vehicles per charger in the future.
The assumption is operators will want to reduce TCO. Increasing charger utilization (the # of vehicles per charger) reduces charging TCO. This case study shows why companies would want to optimize charging:
https://www.ampcontrol.io/post/a-case-study-how-to-charge-100-electric-buses

Ownership	Charging application	Charging technology	Vehicles per charging port current	Vehicles per charging port long-term*	Source	Availability
Private	Transit Bus Depot (HDV)	DCFC	1.20	2.00	For Transit buses, San Francisco uses almost a 1:1 DCFC port to bus ratio. They are also exploring some on-route charging which would have a lower ratio. Source: https://www.sfmta.com/sites/default/files/reports-and-documents/2022/07/sfmta_rollout_plan_final_2022.pdf	Publicly available through public agency

Notes: Guidehouse expects transit agencies to optimize and have more vehicles per charger in the future.
The assumption is operators will want to reduce TCO. Increasing charger utilization (the # of vehicles per charger) reduces charging TCO. This case study shows why companies would want to optimize charging:
https://www.ampcontrol.io/post/a-case-study-how-to-charge-100-electric-buses

Ownership	Charging application	Charging technology	Vehicles per charging port current	Vehicles per charging port long-term*	Source	Availability
Public‡	Port (Drayage - HDV)	DCFC	10.00	20.00	Vehicle to charger ratio derived from: "The FM Harbor charging depot will offer 19 dual-port 360 kW chargers and six 360 kW single-dispenser chargers, able to charge 44 trucks simultaneously and over 200 trucks per day. " [This is a 10:1 vehicle to charger ratio] Sources: https://www.bloomberg.com/news/articles/2024-03-06/ev-charging-stations-in-the-us-are-finally-getting-busy https://www.prnewswire.com/news-releases/forum-mobility-starts-construction-of-heavy-duty-electric-truck-charging-depot-in-the-port-of-long-beach-302146995.html	Publicly available through news agency

Notes: Guidehouse assumes depots will optimize†, and have more vehicles per charger in the future
The assumption around optimization is to reduce TCO. This move to increased utilization is reflected in this article:
https://www.bloomberg.com/news/articles/2024-03-06/ev-charging-stations-in-the-us-are-finally-getting-busy
https://www.prnewswire.com/news-releases/forum-mobility-starts-construction-of-heavy-duty-electric-truck-charging-depot-in-the-port-of-long-beach-302146995.html

Charger Power

Source: See table for sources

Highlighted cells reflect modifications from I&A previously issued in October 1, 2025 Ruling

Note

* kW increases until the market is mature (50% penetration) for vehicles associated with a particular charging use case (e.g., MDV delivery trucks for MDV depots). This will depend on the vehicle class and situation.

Guidehouse assumes Port vehicles and MDV delivery trucks will reach maturity first amongst MDHDs. This assumption is based on the penetration rates from IEPR.

‡ Public charging includes shared public sites.

Year	Ownership	Charging application	Charging technology	kW*	Source	Availability
2025	Private	HDV Delivery Depot	L2	12	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2026	Private	HDV Delivery Depot	L2	13	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2027	Private	HDV Delivery Depot	L2	14	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2028	Private	HDV Delivery Depot	L2	15	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2029	Private	HDV Delivery Depot	L2	16	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2030	Private	HDV Delivery Depot	L2	17	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2031	Private	HDV Delivery Depot	L2	18	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2032	Private	HDV Delivery Depot	L2	19	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2033	Private	HDV Delivery Depot	L2	20	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency

Year	Ownership	Charging application	Charging technology	kW*	Source	Availability
2034	Private	HDV Delivery Depot	L2	21	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2035	Private	HDV Delivery Depot	L2	22	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2036	Private	HDV Delivery Depot	L2	22	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2037	Private	HDV Delivery Depot	L2	22	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2038	Private	HDV Delivery Depot	L2	22	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2039	Private	HDV Delivery Depot	L2	22	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2040	Private	HDV Delivery Depot	L2	22	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2041	Private	HDV Delivery Depot	L2	22	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2042	Private	HDV Delivery Depot	L2	22	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2043	Private	HDV Delivery Depot	L2	22	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2044	Private	HDV Delivery Depot	L2	22	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2045	Private	HDV Delivery Depot	L2	22	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency

Year	Ownership	Charging application	Charging technology	kW*	Source	Availability
2025	Private	HDV non-Delivery Depot	DCFC	350	https://elementalexcelerator.com/latest/articles/forum-mobility-starts-construction-of-heavy-duty-electric-truck-charging-depot-in-the-port-of-long-beach/	Publicly available through news agency
2026	Private	HDV non-Delivery Depot	DCFC	415	https://elementalexcelerator.com/latest/articles/forum-mobility-starts-construction-of-heavy-duty-electric-truck-charging-depot-in-the-port-of-long-beach/	Publicly available through news agency
2027	Private	HDV non-Delivery Depot	DCFC	480	https://elementalexcelerator.com/latest/articles/forum-mobility-starts-construction-of-heavy-duty-electric-truck-charging-depot-in-the-port-of-long-beach/	Publicly available through news agency
2028	Private	HDV non-Delivery Depot	DCFC	545	https://elementalexcelerator.com/latest/articles/forum-mobility-starts-construction-of-heavy-duty-electric-truck-charging-depot-in-the-port-of-long-beach/	Publicly available through news agency
2029	Private	HDV non-Delivery Depot	DCFC	610	https://elementalexcelerator.com/latest/articles/forum-mobility-starts-construction-of-heavy-duty-electric-truck-charging-depot-in-the-port-of-long-beach/	Publicly available through news agency

Year	Ownership	Charging application	Charging technology	kW*	Source	Availability
2030	Private	HDV non-Delivery Depot	DCFC	675	https://elementalexcelerator.com/latest/articles/forum-mobility-starts-construction-of-heavy-duty-electric-truck-charging-depot-in-the-port-of-long-beach/	Publicly available through news agency
2031	Private	HDV non-Delivery Depot	DCFC	740	https://elementalexcelerator.com/latest/articles/forum-mobility-starts-construction-of-heavy-duty-electric-truck-charging-depot-in-the-port-of-long-beach/	Publicly available through news agency
2032	Private	HDV non-Delivery Depot	DCFC	805	https://elementalexcelerator.com/latest/articles/forum-mobility-starts-construction-of-heavy-duty-electric-truck-charging-depot-in-the-port-of-long-beach/	Publicly available through news agency
2033	Private	HDV non-Delivery Depot	DCFC	870	https://elementalexcelerator.com/latest/articles/forum-mobility-starts-construction-of-heavy-duty-electric-truck-charging-depot-in-the-port-of-long-beach/	Publicly available through news agency
2034	Private	HDV non-Delivery Depot	DCFC	935	https://elementalexcelerator.com/latest/articles/forum-mobility-starts-construction-of-heavy-duty-electric-truck-charging-depot-in-the-port-of-long-beach/	Publicly available through news agency

Year	Ownership	Charging application	Charging technology	kW*	Source	Availability
2035	Private	HDV non-Delivery Depot	DCFC	1000	https://elementalexcelerator.com/latest/articles/forum-mobility-starts-construction-of-heavy-duty-electric-truck-charging-depot-in-the-port-of-long-beach/	Publicly available through news agency
2036	Private	HDV non-Delivery Depot	DCFC	1000	https://elementalexcelerator.com/latest/articles/forum-mobility-starts-construction-of-heavy-duty-electric-truck-charging-depot-in-the-port-of-long-beach/	Publicly available through news agency
2037	Private	HDV non-Delivery Depot	DCFC	1000	https://elementalexcelerator.com/latest/articles/forum-mobility-starts-construction-of-heavy-duty-electric-truck-charging-depot-in-the-port-of-long-beach/	Publicly available through news agency
2038	Private	HDV non-Delivery Depot	DCFC	1000	https://elementalexcelerator.com/latest/articles/forum-mobility-starts-construction-of-heavy-duty-electric-truck-charging-depot-in-the-port-of-long-beach/	Publicly available through news agency
2039	Private	HDV non-Delivery Depot	DCFC	1000	https://elementalexcelerator.com/latest/articles/forum-mobility-starts-construction-of-heavy-duty-electric-truck-charging-depot-in-the-port-of-long-beach/	Publicly available through news agency

Year	Ownership	Charging application	Charging technology	kW*	Source	Availability
2040	Private	HDV non-Delivery Depot	DCFC	1000	https://elementalexcelerator.com/latest/articles/forum-mobility-starts-construction-of-heavy-duty-electric-truck-charging-depot-in-the-port-of-long-beach/	Publicly available through news agency
2041	Private	HDV non-Delivery Depot	DCFC	1000	https://elementalexcelerator.com/latest/articles/forum-mobility-starts-construction-of-heavy-duty-electric-truck-charging-depot-in-the-port-of-long-beach/	Publicly available through news agency
2042	Private	HDV non-Delivery Depot	DCFC	1000	https://elementalexcelerator.com/latest/articles/forum-mobility-starts-construction-of-heavy-duty-electric-truck-charging-depot-in-the-port-of-long-beach/	Publicly available through news agency
2043	Private	HDV non-Delivery Depot	DCFC	1000	https://elementalexcelerator.com/latest/articles/forum-mobility-starts-construction-of-heavy-duty-electric-truck-charging-depot-in-the-port-of-long-beach/	Publicly available through news agency
2044	Private	HDV non-Delivery Depot	DCFC	1000	https://elementalexcelerator.com/latest/articles/forum-mobility-starts-construction-of-heavy-duty-electric-truck-charging-depot-in-the-port-of-long-beach/	Publicly available through news agency

Year	Ownership	Charging application	Charging technology	kW*	Source	Availability
2045	Private	HDV non-Delivery Depot	DCFC	1000	https://elementalexcelerator.com/latest/articles/forum-mobility-starts-construction-of-heavy-duty-electric-truck-charging-depot-in-the-port-of-long-beach/	Publicly available through news agency
2025	Private	LDV	L2	12	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2026	Private	LDV	L2	13	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2027	Private	LDV	L2	13	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2028	Private	LDV	L2	14	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2029	Private	LDV	L2	15	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2030	Private	LDV	L2	15	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2031	Private	LDV	L2	16	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2032	Private	LDV	L2	17	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2033	Private	LDV	L2	17	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2034	Private	LDV	L2	18	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2035	Private	LDV	L2	19	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency

Year	Ownership	Charging application	Charging technology	kW*	Source	Availability
2036	Private	LDV	L2	19	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2037	Private	LDV	L2	20	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2038	Private	LDV	L2	21	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2039	Private	LDV	L2	21	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2040	Private	LDV	L2	22	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2041	Private	LDV	L2	22	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2042	Private	LDV	L2	22	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2043	Private	LDV	L2	22	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2044	Private	LDV	L2	22	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2045	Private	LDV	L2	22	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2025	Private	LDV Depot	DCFC	50	Inside Amazon's EV charging challenge - E&E News by POLITICO (eenews.net)	Publicly available through news agency
2026	Private	LDV Depot	DCFC	55	Inside Amazon's EV charging challenge - E&E News by POLITICO (eenews.net)	Publicly available through news agency

Year	Ownership	Charging application	Charging technology	kW*	Source	Availability
2027	Private	LDV Depot	DCFC	59	Inside Amazon's EV charging challenge - E&E News by POLITICO (eenews.net)	Publicly available through news agency
2028	Private	LDV Depot	DCFC	64	Inside Amazon's EV charging challenge - E&E News by POLITICO (eenews.net)	Publicly available through news agency
2029	Private	LDV Depot	DCFC	68	Inside Amazon's EV charging challenge - E&E News by POLITICO (eenews.net)	Publicly available through news agency
2030	Private	LDV Depot	DCFC	73	Inside Amazon's EV charging challenge - E&E News by POLITICO (eenews.net)	Publicly available through news agency
2031	Private	LDV Depot	DCFC	77	Inside Amazon's EV charging challenge - E&E News by POLITICO (eenews.net)	Publicly available through news agency
2032	Private	LDV Depot	DCFC	82	Inside Amazon's EV charging challenge - E&E News by POLITICO (eenews.net)	Publicly available through news agency
2033	Private	LDV Depot	DCFC	86	Inside Amazon's EV charging challenge - E&E News by POLITICO (eenews.net)	Publicly available through news agency
2034	Private	LDV Depot	DCFC	91	Inside Amazon's EV charging challenge - E&E News by POLITICO (eenews.net)	Publicly available through news agency
2035	Private	LDV Depot	DCFC	95	Inside Amazon's EV charging challenge - E&E News by POLITICO (eenews.net)	Publicly available through news agency

Year	Ownership	Charging application	Charging technology	kW*	Source	Availability
2036	Private	LDV Depot	DCFC	100	Inside Amazon's EV charging challenge - E&E News by POLITICO (eenews.net)	Publicly available through news agency
2037	Private	LDV Depot	DCFC	100	Inside Amazon's EV charging challenge - E&E News by POLITICO (eenews.net)	Publicly available through news agency
2038	Private	LDV Depot	DCFC	100	Inside Amazon's EV charging challenge - E&E News by POLITICO (eenews.net)	Publicly available through news agency
2039	Private	LDV Depot	DCFC	100	Inside Amazon's EV charging challenge - E&E News by POLITICO (eenews.net)	Publicly available through news agency
2040	Private	LDV Depot	DCFC	100	Inside Amazon's EV charging challenge - E&E News by POLITICO (eenews.net)	Publicly available through news agency
2041	Private	LDV Depot	DCFC	100	Inside Amazon's EV charging challenge - E&E News by POLITICO (eenews.net)	Publicly available through news agency
2042	Private	LDV Depot	DCFC	100	Inside Amazon's EV charging challenge - E&E News by POLITICO (eenews.net)	Publicly available through news agency
2043	Private	LDV Depot	DCFC	100	Inside Amazon's EV charging challenge - E&E News by POLITICO (eenews.net)	Publicly available through news agency
2044	Private	LDV Depot	DCFC	100	Inside Amazon's EV charging challenge - E&E News by POLITICO (eenews.net)	Publicly available through news agency

Year	Ownership	Charging application	Charging technology	kW*	Source	Availability
2045	Private	LDV Depot	DCFC	100	Inside Amazon's EV charging challenge - E&E News by POLITICO (eenews.net)	Publicly available through news agency
2025	Private	Long-Haul Depot	DCFC	750	https://runonless.com/roled-profiles/pepsico/	Publicly available through research agency
2026	Private	Long-Haul Depot	DCFC	763	https://runonless.com/roled-profiles/pepsico/	Publicly available through research agency
2027	Private	Long-Haul Depot	DCFC	775	https://runonless.com/roled-profiles/pepsico/	Publicly available through research agency
2028	Private	Long-Haul Depot	DCFC	788	https://runonless.com/roled-profiles/pepsico/	Publicly available through research agency
2029	Private	Long-Haul Depot	DCFC	800	https://runonless.com/roled-profiles/pepsico/	Publicly available through research agency
2030	Private	Long-Haul Depot	DCFC	813	https://runonless.com/roled-profiles/pepsico/	Publicly available through research agency
2031	Private	Long-Haul Depot	DCFC	825	https://runonless.com/roled-profiles/pepsico/	Publicly available through research agency
2032	Private	Long-Haul Depot	DCFC	838	https://runonless.com/roled-profiles/pepsico/	Publicly available through research agency
2033	Private	Long-Haul Depot	DCFC	850	https://runonless.com/roled-profiles/pepsico/	Publicly available through research agency
2034	Private	Long-Haul Depot	DCFC	863	https://runonless.com/roled-profiles/pepsico/	Publicly available through research agency
2035	Private	Long-Haul Depot	DCFC	875	https://runonless.com/roled-profiles/pepsico/	Publicly available through research agency
2036	Private	Long-Haul Depot	DCFC	888	https://runonless.com/roled-profiles/pepsico/	Publicly available through research agency

Year	Ownership	Charging application	Charging technology	kW*	Source	Availability
2037	Private	Long-Haul Depot	DCFC	900	https://runonless.com/roled-profiles/pepsico/	Publicly available through research agency
2038	Private	Long-Haul Depot	DCFC	913	https://runonless.com/roled-profiles/pepsico/	Publicly available through research agency
2039	Private	Long-Haul Depot	DCFC	925	https://runonless.com/roled-profiles/pepsico/	Publicly available through research agency
2040	Private	Long-Haul Depot	DCFC	938	https://runonless.com/roled-profiles/pepsico/	Publicly available through research agency
2041	Private	Long-Haul Depot	DCFC	950	https://runonless.com/roled-profiles/pepsico/	Publicly available through research agency
2042	Private	Long-Haul Depot	DCFC	963	https://runonless.com/roled-profiles/pepsico/	Publicly available through research agency
2043	Private	Long-Haul Depot	DCFC	975	https://runonless.com/roled-profiles/pepsico/	Publicly available through research agency
2044	Private	Long-Haul Depot	DCFC	988	https://runonless.com/roled-profiles/pepsico/	Publicly available through research agency
2045	Private	Long-Haul Depot	DCFC	1000	https://runonless.com/roled-profiles/pepsico/	Publicly available through research agency
2025	Private	MDV Depot	DCFC	50	https://www.eenews.net/articles/inside-amazons-ev-charging-challenge/ https://www.osti.gov/biblio/1894645	Publicly available through news agency; Publicly available through research agency

Year	Ownership	Charging application	Charging technology	kW*	Source	Availability
2026	Private	MDV Depot	DCFC	71	https://www.eenews.net/articles/inside-amazons-ev-charging-challenge/ https://www.osti.gov/biblio/1894646	Publicly available through news agency; Publicly available through research agency
2027	Private	MDV Depot	DCFC	92	https://www.eenews.net/articles/inside-amazons-ev-charging-challenge/ https://www.osti.gov/biblio/1894647	Publicly available through news agency; Publicly available through research agency
2028	Private	MDV Depot	DCFC	113	https://www.eenews.net/articles/inside-amazons-ev-charging-challenge/ https://www.osti.gov/biblio/1894648	Publicly available through news agency; Publicly available through research agency
2029	Private	MDV Depot	DCFC	133	https://www.eenews.net/articles/inside-amazons-ev-charging-challenge/ https://www.osti.gov/biblio/1894649	Publicly available through news agency; Publicly available through research agency

Year	Ownership	Charging application	Charging technology	kW*	Source	Availability
2030	Private	MDV Depot	DCFC	154	https://www.eenews.net/articles/inside-amazons-ev-charging-challenge/ https://www.osti.gov/biblio/1894650	Publicly available through news agency; Publicly available through research agency
2031	Private	MDV Depot	DCFC	175	https://www.eenews.net/articles/inside-amazons-ev-charging-challenge/ https://www.osti.gov/biblio/1894651	Publicly available through news agency; Publicly available through research agency
2032	Private	MDV Depot	DCFC	196	https://www.eenews.net/articles/inside-amazons-ev-charging-challenge/ https://www.osti.gov/biblio/1894652	Publicly available through news agency; Publicly available through research agency
2033	Private	MDV Depot	DCFC	217	https://www.eenews.net/articles/inside-amazons-ev-charging-challenge/ https://www.osti.gov/biblio/1894653	Publicly available through news agency; Publicly available through research agency

Year	Ownership	Charging application	Charging technology	kW*	Source	Availability
2034	Private	MDV Depot	DCFC	238	https://www.eenews.net/articles/inside-amazons-ev-charging-challenge/ https://www.osti.gov/biblio/1894654	Publicly available through news agency; Publicly available through research agency
2035	Private	MDV Depot	DCFC	258	https://www.eenews.net/articles/inside-amazons-ev-charging-challenge/ https://www.osti.gov/biblio/1894655	Publicly available through news agency; Publicly available through research agency
2036	Private	MDV Depot	DCFC	279	https://www.eenews.net/articles/inside-amazons-ev-charging-challenge/ https://www.osti.gov/biblio/1894656	Publicly available through news agency; Publicly available through research agency
2037	Private	MDV Depot	DCFC	300	https://www.eenews.net/articles/inside-amazons-ev-charging-challenge/ https://www.osti.gov/biblio/1894657	Publicly available through news agency; Publicly available through research agency

Year	Ownership	Charging application	Charging technology	kW*	Source	Availability
2038	Private	MDV Depot	DCFC	300	https://www.eenews.net/articles/inside-amazons-ev-charging-challenge/ https://www.osti.gov/biblio/1894658	Publicly available through news agency; Publicly available through research agency
2039	Private	MDV Depot	DCFC	300	https://www.eenews.net/articles/inside-amazons-ev-charging-challenge/ https://www.osti.gov/biblio/1894659	Publicly available through news agency; Publicly available through research agency
2040	Private	MDV Depot	DCFC	300	https://www.eenews.net/articles/inside-amazons-ev-charging-challenge/ https://www.osti.gov/biblio/1894660	Publicly available through news agency; Publicly available through research agency
2041	Private	MDV Depot	DCFC	300	https://www.eenews.net/articles/inside-amazons-ev-charging-challenge/ https://www.osti.gov/biblio/1894661	Publicly available through news agency; Publicly available through research agency

Year	Ownership	Charging application	Charging technology	kW*	Source	Availability
2042	Private	MDV Depot	DCFC	300	https://www.eenews.net/articles/inside-amazons-ev-charging-challenge/ https://www.osti.gov/biblio/1894662	Publicly available through news agency; Publicly available through research agency
2043	Private	MDV Depot	DCFC	300	https://www.eenews.net/articles/inside-amazons-ev-charging-challenge/ https://www.osti.gov/biblio/1894663	Publicly available through news agency; Publicly available through research agency
2044	Private	MDV Depot	DCFC	300	https://www.eenews.net/articles/inside-amazons-ev-charging-challenge/ https://www.osti.gov/biblio/1894664	Publicly available through news agency; Publicly available through research agency
2045	Private	MDV Depot	DCFC	300	https://www.eenews.net/articles/inside-amazons-ev-charging-challenge/ https://www.osti.gov/biblio/1894665	Publicly available through news agency; Publicly available through research agency
2025	Private	MDV Depot	L2	12	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2026	Private	MDV Depot	L2	13	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency

Year	Ownership	Charging application	Charging technology	kW*	Source	Availability
2027	Private	MDV Depot	L2	14	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2028	Private	MDV Depot	L2	15	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2029	Private	MDV Depot	L2	15	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2030	Private	MDV Depot	L2	16	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2031	Private	MDV Depot	L2	17	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2032	Private	MDV Depot	L2	18	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2033	Private	MDV Depot	L2	19	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2034	Private	MDV Depot	L2	20	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2035	Private	MDV Depot	L2	20	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2036	Private	MDV Depot	L2	21	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2037	Private	MDV Depot	L2	22	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2038	Private	MDV Depot	L2	22	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2039	Private	MDV Depot	L2	22	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2040	Private	MDV Depot	L2	22	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency

Year	Ownership	Charging application	Charging technology	kW*	Source	Availability
2041	Private	MDV Depot	L2	22	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2042	Private	MDV Depot	L2	22	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2043	Private	MDV Depot	L2	22	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2044	Private	MDV Depot	L2	22	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2045	Private	MDV Depot	L2	22	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2025	Private	School Bus Depot	DCFC	60	https://stnonline.com/partner-updates/how-to-choose-the-right-electric-bus-charging-solution-for-your-district/	Publicly available through news agency
2026	Private	School Bus Depot	DCFC	65	https://stnonline.com/partner-updates/how-to-choose-the-right-electric-bus-charging-solution-for-your-district/	Publicly available through news agency
2027	Private	School Bus Depot	DCFC	69	https://stnonline.com/partner-updates/how-to-choose-the-right-electric-bus-charging-solution-for-your-district/	Publicly available through news agency
2028	Private	School Bus Depot	DCFC	74	https://stnonline.com/partner-updates/how-to-choose-the-right-electric-bus-charging-solution-for-your-district/	Publicly available through news agency

Year	Ownership	Charging application	Charging technology	kW*	Source	Availability
2029	Private	School Bus Depot	DCFC	78	https://stnonline.com/partner-updates/how-to-choose-the-right-electric-bus-charging-solution-for-your-district/	Publicly available through news agency
2030	Private	School Bus Depot	DCFC	83	https://stnonline.com/partner-updates/how-to-choose-the-right-electric-bus-charging-solution-for-your-district/	Publicly available through news agency
2031	Private	School Bus Depot	DCFC	87	https://stnonline.com/partner-updates/how-to-choose-the-right-electric-bus-charging-solution-for-your-district/	Publicly available through news agency
2032	Private	School Bus Depot	DCFC	92	https://stnonline.com/partner-updates/how-to-choose-the-right-electric-bus-charging-solution-for-your-district/	Publicly available through news agency
2033	Private	School Bus Depot	DCFC	96	https://stnonline.com/partner-updates/how-to-choose-the-right-electric-bus-charging-solution-for-your-district/	Publicly available through news agency
2034	Private	School Bus Depot	DCFC	101	https://stnonline.com/partner-updates/how-to-choose-the-right-electric-bus-charging-solution-for-your-district/	Publicly available through news agency
2035	Private	School Bus Depot	DCFC	105	https://stnonline.com/partner-updates/how-to-choose-the-right-electric-bus-charging-solution-for-your-district/	Publicly available through news agency

Year	Ownership	Charging application	Charging technology	kW*	Source	Availability
2036	Private	School Bus Depot	DCFC	110	https://stnonline.com/partner-updates/how-to-choose-the-right-electric-bus-charging-solution-for-your-district/	Publicly available through news agency
2037	Private	School Bus Depot	DCFC	114	https://stnonline.com/partner-updates/how-to-choose-the-right-electric-bus-charging-solution-for-your-district/	Publicly available through news agency
2038	Private	School Bus Depot	DCFC	119	https://stnonline.com/partner-updates/how-to-choose-the-right-electric-bus-charging-solution-for-your-district/	Publicly available through news agency
2039	Private	School Bus Depot	DCFC	123	https://stnonline.com/partner-updates/how-to-choose-the-right-electric-bus-charging-solution-for-your-district/	Publicly available through news agency
2040	Private	School Bus Depot	DCFC	128	https://stnonline.com/partner-updates/how-to-choose-the-right-electric-bus-charging-solution-for-your-district/	Publicly available through news agency
2041	Private	School Bus Depot	DCFC	132	https://stnonline.com/partner-updates/how-to-choose-the-right-electric-bus-charging-solution-for-your-district/	Publicly available through news agency
2042	Private	School Bus Depot	DCFC	137	https://stnonline.com/partner-updates/how-to-choose-the-right-electric-bus-charging-solution-for-your-district/	Publicly available through news agency

Year	Ownership	Charging application	Charging technology	kW*	Source	Availability
2043	Private	School Bus Depot	DCFC	141	https://stnonline.com/partner-updates/how-to-choose-the-right-electric-bus-charging-solution-for-your-district/	Publicly available through news agency
2044	Private	School Bus Depot	DCFC	146	https://stnonline.com/partner-updates/how-to-choose-the-right-electric-bus-charging-solution-for-your-district/	Publicly available through news agency
2045	Private	School Bus Depot	DCFC	150	https://stnonline.com/partner-updates/how-to-choose-the-right-electric-bus-charging-solution-for-your-district/	Publicly available through news agency
2025	Private	School Bus Depot	L2	12	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2026	Private	School Bus Depot	L2	12	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2027	Private	School Bus Depot	L2	13	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2028	Private	School Bus Depot	L2	13	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2029	Private	School Bus Depot	L2	13	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2030	Private	School Bus Depot	L2	14	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2031	Private	School Bus Depot	L2	14	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2032	Private	School Bus Depot	L2	15	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency

Year	Ownership	Charging application	Charging technology	kW*	Source	Availability
2033	Private	School Bus Depot	L2	15	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2034	Private	School Bus Depot	L2	15	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2035	Private	School Bus Depot	L2	16	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2036	Private	School Bus Depot	L2	16	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2037	Private	School Bus Depot	L2	16	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2038	Private	School Bus Depot	L2	17	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2039	Private	School Bus Depot	L2	17	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2040	Private	School Bus Depot	L2	17	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2041	Private	School Bus Depot	L2	18	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2042	Private	School Bus Depot	L2	18	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2043	Private	School Bus Depot	L2	18	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2044	Private	School Bus Depot	L2	19	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2045	Private	School Bus Depot	L2	19	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency

Year	Ownership	Charging application	Charging technology	kW*	Source	Availability
2025	Private	Transit Bus Depot	DCFC	100	https://www.transit.dot.gov/sites/fta.dot.gov/files/2023-08/FTA-Report-No-0253.pdf	Publicly available through public agency
2026	Private	Transit Bus Depot	DCFC	107	https://www.transit.dot.gov/sites/fta.dot.gov/files/2023-08/FTA-Report-No-0253.pdf	Publicly available through public agency
2027	Private	Transit Bus Depot	DCFC	114	https://www.transit.dot.gov/sites/fta.dot.gov/files/2023-08/FTA-Report-No-0253.pdf	Publicly available through public agency
2028	Private	Transit Bus Depot	DCFC	121	https://www.transit.dot.gov/sites/fta.dot.gov/files/2023-08/FTA-Report-No-0253.pdf	Publicly available through public agency
2029	Private	Transit Bus Depot	DCFC	129	https://www.transit.dot.gov/sites/fta.dot.gov/files/2023-08/FTA-Report-No-0253.pdf	Publicly available through public agency
2030	Private	Transit Bus Depot	DCFC	136	https://www.transit.dot.gov/sites/fta.dot.gov/files/2023-08/FTA-Report-No-0253.pdf	Publicly available through public agency
2031	Private	Transit Bus Depot	DCFC	143	https://www.transit.dot.gov/sites/fta.dot.gov/files/2023-08/FTA-Report-No-0253.pdf	Publicly available through public agency
2032	Private	Transit Bus Depot	DCFC	150	https://www.transit.dot.gov/sites/fta.dot.gov/files/2023-08/FTA-Report-No-0253.pdf	Publicly available through public agency
2033	Private	Transit Bus Depot	DCFC	150	https://www.transit.dot.gov/sites/fta.dot.gov/files/2023-08/FTA-Report-No-0253.pdf	Publicly available through public agency

Year	Ownership	Charging application	Charging technology	kW*	Source	Availability
2034	Private	Transit Bus Depot	DCFC	150	https://www.transit.dot.gov/sites/fta.dot.gov/files/2023-08/FTA-Report-No-0253.pdf	Publicly available through public agency
2035	Private	Transit Bus Depot	DCFC	150	https://www.transit.dot.gov/sites/fta.dot.gov/files/2023-08/FTA-Report-No-0253.pdf	Publicly available through public agency
2036	Private	Transit Bus Depot	DCFC	150	https://www.transit.dot.gov/sites/fta.dot.gov/files/2023-08/FTA-Report-No-0253.pdf	Publicly available through public agency
2037	Private	Transit Bus Depot	DCFC	150	https://www.transit.dot.gov/sites/fta.dot.gov/files/2023-08/FTA-Report-No-0253.pdf	Publicly available through public agency
2038	Private	Transit Bus Depot	DCFC	150	https://www.transit.dot.gov/sites/fta.dot.gov/files/2023-08/FTA-Report-No-0253.pdf	Publicly available through public agency
2039	Private	Transit Bus Depot	DCFC	150	https://www.transit.dot.gov/sites/fta.dot.gov/files/2023-08/FTA-Report-No-0253.pdf	Publicly available through public agency
2040	Private	Transit Bus Depot	DCFC	150	https://www.transit.dot.gov/sites/fta.dot.gov/files/2023-08/FTA-Report-No-0253.pdf	Publicly available through public agency
2041	Private	Transit Bus Depot	DCFC	150	https://www.transit.dot.gov/sites/fta.dot.gov/files/2023-08/FTA-Report-No-0253.pdf	Publicly available through public agency
2042	Private	Transit Bus Depot	DCFC	150	https://www.transit.dot.gov/sites/fta.dot.gov/files/2023-08/FTA-Report-No-0253.pdf	Publicly available through public agency

Year	Ownership	Charging application	Charging technology	kW*	Source	Availability
2043	Private	Transit Bus Depot	DCFC	150	https://www.transit.dot.gov/sites/fta.dot.gov/files/2023-08/FTA-Report-No-0253.pdf	Publicly available through public agency
2044	Private	Transit Bus Depot	DCFC	150	https://www.transit.dot.gov/sites/fta.dot.gov/files/2023-08/FTA-Report-No-0253.pdf	Publicly available through public agency
2045	Private	Transit Bus Depot	DCFC	150	https://www.transit.dot.gov/sites/fta.dot.gov/files/2023-08/FTA-Report-No-0253.pdf	Publicly available through public agency
2026	Public‡	Highway Corridor (intercity)	DCFC	863	https://runonless.com/roled-profiles/pepsico/ https://www.chargepoint.com/about/news/chargepoint-announces-three-megawatt-charging-architecture-electrify-future-trucking	Publicly available through research agency; Publicly available through commercial entity
2027	Public‡	Highway Corridor (intercity)	DCFC	975	https://runonless.com/roled-profiles/pepsico/ https://www.chargepoint.com/about/news/chargepoint-announces-three-megawatt-charging-architecture-electrify-future-trucking	Publicly available through research agency; Publicly available through commercial entity

Year	Ownership	Charging application	Charging technology	kW*	Source	Availability
2028	Public‡	Highway Corridor (intercity)	DCFC	1088	https://runonless.com/roled-profiles/pepsico/ https://www.chargepoint.com/about/news/chargepoint-announces-three-megawatt-charging-architecture-electrify-future-trucking	Publicly available through research agency; Publicly available through commercial entity
2029	Public‡	Highway Corridor (intercity)	DCFC	1200	https://runonless.com/roled-profiles/pepsico/ https://www.chargepoint.com/about/news/chargepoint-announces-three-megawatt-charging-architecture-electrify-future-trucking	Publicly available through research agency; Publicly available through commercial entity
2030	Public‡	Highway Corridor (intercity)	DCFC	1313	https://runonless.com/roled-profiles/pepsico/ https://www.chargepoint.com/about/news/chargepoint-announces-three-megawatt-charging-architecture-electrify-future-trucking	Publicly available through research agency; Publicly available through commercial entity

Year	Ownership	Charging application	Charging technology	kW*	Source	Availability
2031	Public‡	Highway Corridor (intercity)	DCFC	1425	https://runonless.com/roled-profiles/pepsico/ https://www.chargepoint.com/about/news/chargepoint-announces-three-megawatt-charging-architecture-electrify-future-trucking	Publicly available through research agency; Publicly available through commercial entity
2032	Public‡	Highway Corridor (intercity)	DCFC	1538	https://runonless.com/roled-profiles/pepsico/ https://www.chargepoint.com/about/news/chargepoint-announces-three-megawatt-charging-architecture-electrify-future-trucking	Publicly available through research agency; Publicly available through commercial entity
2033	Public‡	Highway Corridor (intercity)	DCFC	1650	https://runonless.com/roled-profiles/pepsico/ https://www.chargepoint.com/about/news/chargepoint-announces-three-megawatt-charging-architecture-electrify-future-trucking	Publicly available through research agency; Publicly available through commercial entity

Year	Ownership	Charging application	Charging technology	kW*	Source	Availability
2034	Public‡	Highway Corridor (intercity)	DCFC	1763	https://runonless.com/roled-profiles/pepsico/ https://www.chargepoint.com/about/news/chargepoint-announces-three-megawatt-charging-architecture-electrify-future-trucking	Publicly available through research agency; Publicly available through commercial entity
2035	Public‡	Highway Corridor (intercity)	DCFC	1875	https://runonless.com/roled-profiles/pepsico/ https://www.chargepoint.com/about/news/chargepoint-announces-three-megawatt-charging-architecture-electrify-future-trucking	Publicly available through research agency; Publicly available through commercial entity
2036	Public‡	Highway Corridor (intercity)	DCFC	1988	https://runonless.com/roled-profiles/pepsico/ https://www.chargepoint.com/about/news/chargepoint-announces-three-megawatt-charging-architecture-electrify-future-trucking	Publicly available through research agency; Publicly available through commercial entity

Year	Ownership	Charging application	Charging technology	kW*	Source	Availability
2037	Public‡	Highway Corridor (intercity)	DCFC	2100	https://runonless.com/roled-profiles/pepsico/ https://www.chargepoint.com/about/news/chargepoint-announces-three-megawatt-charging-architecture-electrify-future-trucking	Publicly available through research agency; Publicly available through commercial entity
2038	Public‡	Highway Corridor (intercity)	DCFC	2213	https://runonless.com/roled-profiles/pepsico/ https://www.chargepoint.com/about/news/chargepoint-announces-three-megawatt-charging-architecture-electrify-future-trucking	Publicly available through research agency; Publicly available through commercial entity
2039	Public‡	Highway Corridor (intercity)	DCFC	2325	https://runonless.com/roled-profiles/pepsico/ https://www.chargepoint.com/about/news/chargepoint-announces-three-megawatt-charging-architecture-electrify-future-trucking	Publicly available through research agency; Publicly available through commercial entity

Year	Ownership	Charging application	Charging technology	kW*	Source	Availability
2040	Public‡	Highway Corridor (intercity)	DCFC	2438	https://runonless.com/roled-profiles/pepsico/ https://www.chargepoint.com/about/news/chargepoint-announces-three-megawatt-charging-architecture-electrify-future-trucking	Publicly available through research agency; Publicly available through commercial entity
2041	Public‡	Highway Corridor (intercity)	DCFC	2550	https://runonless.com/roled-profiles/pepsico/ https://www.chargepoint.com/about/news/chargepoint-announces-three-megawatt-charging-architecture-electrify-future-trucking	Publicly available through research agency; Publicly available through commercial entity
2042	Public‡	Highway Corridor (intercity)	DCFC	2663	https://runonless.com/roled-profiles/pepsico/ https://www.chargepoint.com/about/news/chargepoint-announces-three-megawatt-charging-architecture-electrify-future-trucking	Publicly available through research agency; Publicly available through commercial entity

Year	Ownership	Charging application	Charging technology	kW*	Source	Availability
2043	Public‡	Highway Corridor (intercity)	DCFC	2775	https://runonless.com/roled-profiles/pepsico/ https://www.chargepoint.com/about/news/chargepoint-announces-three-megawatt-charging-architecture-electrify-future-trucking	Publicly available through research agency; Publicly available through commercial entity
2044	Public‡	Highway Corridor (intercity)	DCFC	2888	https://runonless.com/roled-profiles/pepsico/ https://www.chargepoint.com/about/news/chargepoint-announces-three-megawatt-charging-architecture-electrify-future-trucking	Publicly available through research agency; Publicly available through commercial entity
2045	Public‡	Highway Corridor (intercity)	DCFC	3000	https://runonless.com/roled-profiles/pepsico/ https://www.chargepoint.com/about/news/chargepoint-announces-three-megawatt-charging-architecture-electrify-future-trucking	Publicly available through research agency; Publicly available through commercial entity
2025	Public‡	Hub (regional)	DCFC	350	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2026	Public‡	Hub (regional)	DCFC	409	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency

Year	Ownership	Charging application	Charging technology	kW*	Source	Availability
2027	Public‡	Hub (regional)	DCFC	468	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2028	Public‡	Hub (regional)	DCFC	527	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2029	Public‡	Hub (regional)	DCFC	586	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2030	Public‡	Hub (regional)	DCFC	645	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2031	Public‡	Hub (regional)	DCFC	705	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2032	Public‡	Hub (regional)	DCFC	764	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2033	Public‡	Hub (regional)	DCFC	823	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2034	Public‡	Hub (regional)	DCFC	882	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2035	Public‡	Hub (regional)	DCFC	941	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2036	Public‡	Hub (regional)	DCFC	1000	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2037	Public‡	Hub (regional)	DCFC	1000	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2038	Public‡	Hub (regional)	DCFC	1000	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2039	Public‡	Hub (regional)	DCFC	1000	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2040	Public‡	Hub (regional)	DCFC	1000	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency

Year	Ownership	Charging application	Charging technology	kW*	Source	Availability
2041	Public‡	Hub (regional)	DCFC	1000	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2042	Public‡	Hub (regional)	DCFC	1000	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2043	Public‡	Hub (regional)	DCFC	1000	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2044	Public‡	Hub (regional)	DCFC	1000	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2045	Public‡	Hub (regional)	DCFC	1000	https://afdc.energy.gov/fuels/electricity-stations	Publicly available through public agency
2025	Public‡	LDV Intercity	DCFC	150	https://www.energy.ca.gov/programs-and-topics/programs/national-electric-vehicle-infrastructure-nevi-formula-program#:~:text=Each%20NEVI%2Dfunded%20DC%20fast,station%20power%20of%20600%20kW. *The 2030 National Charging Network: Estimating U.S. Light-Duty Demand for Electric Vehicle Charging Infrastructure (nrel.gov) Note: Looking at the power of installed stations the proportion of 50 kW EVSE is decreasing while greater than 50 kW ports are increasing as a percent of all new chargers.	Publicly available through public agency

Year	Ownership	Charging application	Charging technology	kW*	Source	Availability
2026	Public‡	LDV Intercity	DCFC	164	https://www.energy.ca.gov/programs-and-topics/programs/national-electric-vehicle-infrastructure-nevi-formula-program#:~:text=Each%20NEVI%2Dfunded%20DC%20fast,station%20power%20of%20600%20kW. *The 2030 National Charging Network: Estimating U.S. Light-Duty Demand for Electric Vehicle Charging Infrastructure (nrel.gov) Note: Looking at the power of installed stations the proportion of 50 kW EVSE is decreasing while greater than 50 kW ports are increasing as a percent of all new chargers.	Publicly available through public agency

Year	Ownership	Charging application	Charging technology	kW*	Source	Availability
2027	Public‡	LDV Intercity	DCFC	179	https://www.energy.ca.gov/programs-and-topics/programs/national-electric-vehicle-infrastructure-nevi-formula-program#:~:text=Each%20NEVI%2Dfunded%20DC%20fast,station%20power%20of%20600%20kW. *The 2030 National Charging Network: Estimating U.S. Light-Duty Demand for Electric Vehicle Charging Infrastructure (nrel.gov) Note: Looking at the power of installed stations the proportion of 50 kW EVSE is decreasing while greater than 50 kW ports are increasing as a percent of all new chargers.	Publicly available through public agency

Year	Ownership	Charging application	Charging technology	kW*	Source	Availability
2028	Public‡	LDV Intercity	DCFC	193	https://www.energy.ca.gov/programs-and-topics/programs/national-electric-vehicle-infrastructure-nevi-formula-program#:~:text=Each%20NEVI%2Dfunded%20DC%20fast,station%20power%20of%20600%20kW. *The 2030 National Charging Network: Estimating U.S. Light-Duty Demand for Electric Vehicle Charging Infrastructure (nrel.gov) Note: Looking at the power of installed stations the proportion of 50 kW EVSE is decreasing while greater than 50 kW ports are increasing as a percent of all new chargers.	Publicly available through public agency

Year	Ownership	Charging application	Charging technology	kW*	Source	Availability
2029	Public‡	LDV Intercity	DCFC	207	https://www.energy.ca.gov/programs-and-topics/programs/national-electric-vehicle-infrastructure-nevi-formula-program#:~:text=Each%20NEVI%2Dfunded%20DC%20fast,station%20power%20of%20600%20kW. *The 2030 National Charging Network: Estimating U.S. Light-Duty Demand for Electric Vehicle Charging Infrastructure (nrel.gov) Note: Looking at the power of installed stations the proportion of 50 kW EVSE is decreasing while greater than 50 kW ports are increasing as a percent of all new chargers.	Publicly available through public agency

Year	Ownership	Charging application	Charging technology	kW*	Source	Availability
2030	Public‡	LDV Intercity	DCFC	221	https://www.energy.ca.gov/programs-and-topics/programs/national-electric-vehicle-infrastructure-nevi-formula-program#:~:text=Each%20NEVI%2Dfunded%20DC%20fast,station%20power%20of%20600%20kW. *The 2030 National Charging Network: Estimating U.S. Light-Duty Demand for Electric Vehicle Charging Infrastructure (nrel.gov) Note: Looking at the power of installed stations the proportion of 50 kW EVSE is decreasing while greater than 50 kW ports are increasing as a percent of all new chargers.	Publicly available through public agency

Year	Ownership	Charging application	Charging technology	kW*	Source	Availability
2031	Public‡	LDV Intercity	DCFC	236	https://www.energy.ca.gov/programs-and-topics/programs/national-electric-vehicle-infrastructure-nevi-formula-program#:~:text=Each%20NEVI%2Dfunded%20DC%20fast,station%20power%20of%20600%20kW. *The 2030 National Charging Network: Estimating U.S. Light-Duty Demand for Electric Vehicle Charging Infrastructure (nrel.gov) Note: Looking at the power of installed stations the proportion of 50 kW EVSE is decreasing while greater than 50 kW ports are increasing as a percent of all new chargers.	Publicly available through public agency

Year	Ownership	Charging application	Charging technology	kW*	Source	Availability
2032	Public‡	LDV Intercity	DCFC	250	https://www.energy.ca.gov/programs-and-topics/programs/national-electric-vehicle-infrastructure-nevi-formula-program#:~:text=Each%20NEVI%2Dfunded%20DC%20fast,station%20power%20of%20600%20kW. *The 2030 National Charging Network: Estimating U.S. Light-Duty Demand for Electric Vehicle Charging Infrastructure (nrel.gov) Note: Looking at the power of installed stations the proportion of 50 kW EVSE is decreasing while greater than 50 kW ports are increasing as a percent of all new chargers.	Publicly available through public agency

Year	Ownership	Charging application	Charging technology	kW*	Source	Availability
2033	Public‡	LDV Intercity	DCFC	264	https://www.energy.ca.gov/programs-and-topics/programs/national-electric-vehicle-infrastructure-nevi-formula-program#:~:text=Each%20NEVI%2Dfunded%20DC%20fast,station%20power%20of%20600%20kW. *The 2030 National Charging Network: Estimating U.S. Light-Duty Demand for Electric Vehicle Charging Infrastructure (nrel.gov) Note: Looking at the power of installed stations the proportion of 50 kW EVSE is decreasing while greater than 50 kW ports are increasing as a percent of all new chargers.	Publicly available through public agency

Year	Ownership	Charging application	Charging technology	kW*	Source	Availability
2034	Public‡	LDV Intercity	DCFC	279	https://www.energy.ca.gov/programs-and-topics/programs/national-electric-vehicle-infrastructure-nevi-formula-program#:~:text=Each%20NEVI%2Dfunded%20DC%20fast,station%20power%20of%20600%20kW. *The 2030 National Charging Network: Estimating U.S. Light-Duty Demand for Electric Vehicle Charging Infrastructure (nrel.gov) Note: Looking at the power of installed stations the proportion of 50 kW EVSE is decreasing while greater than 50 kW ports are increasing as a percent of all new chargers.	Publicly available through public agency

Year	Ownership	Charging application	Charging technology	kW*	Source	Availability
2035	Public‡	LDV Intercity	DCFC	293	https://www.energy.ca.gov/programs-and-topics/programs/national-electric-vehicle-infrastructure-nevi-formula-program#:~:text=Each%20NEVI%2Dfunded%20DC%20fast,station%20power%20of%20600%20kW. *The 2030 National Charging Network: Estimating U.S. Light-Duty Demand for Electric Vehicle Charging Infrastructure (nrel.gov) Note: Looking at the power of installed stations the proportion of 50 kW EVSE is decreasing while greater than 50 kW ports are increasing as a percent of all new chargers.	Publicly available through public agency

Year	Ownership	Charging application	Charging technology	kW*	Source	Availability
2036	Public‡	LDV Intercity	DCFC	307	https://www.energy.ca.gov/programs-and-topics/programs/national-electric-vehicle-infrastructure-nevi-formula-program#:~:text=Each%20NEVI%2Dfunded%20DC%20fast,station%20power%20of%20600%20kW. *The 2030 National Charging Network: Estimating U.S. Light-Duty Demand for Electric Vehicle Charging Infrastructure (nrel.gov) Note: Looking at the power of installed stations the proportion of 50 kW EVSE is decreasing while greater than 50 kW ports are increasing as a percent of all new chargers.	Publicly available through public agency

Year	Ownership	Charging application	Charging technology	kW*	Source	Availability
2037	Public‡	LDV Intercity	DCFC	321	https://www.energy.ca.gov/programs-and-topics/programs/national-electric-vehicle-infrastructure-nevi-formula-program#:~:text=Each%20NEVI%2Dfunded%20DC%20fast,station%20power%20of%20600%20kW. *The 2030 National Charging Network: Estimating U.S. Light-Duty Demand for Electric Vehicle Charging Infrastructure (nrel.gov) Note: Looking at the power of installed stations the proportion of 50 kW EVSE is decreasing while greater than 50 kW ports are increasing as a percent of all new chargers.	Publicly available through public agency

Year	Ownership	Charging application	Charging technology	kW*	Source	Availability
2038	Public‡	LDV Intercity	DCFC	336	https://www.energy.ca.gov/programs-and-topics/programs/national-electric-vehicle-infrastructure-nevi-formula-program#:~:text=Each%20NEVI%2Dfunded%20DC%20fast,station%20power%20of%20600%20kW. *The 2030 National Charging Network: Estimating U.S. Light-Duty Demand for Electric Vehicle Charging Infrastructure (nrel.gov) Note: Looking at the power of installed stations the proportion of 50 kW EVSE is decreasing while greater than 50 kW ports are increasing as a percent of all new chargers.	Publicly available through public agency

Year	Ownership	Charging application	Charging technology	kW*	Source	Availability
2039	Public‡	LDV Intercity	DCFC	350	https://www.energy.ca.gov/programs-and-topics/programs/national-electric-vehicle-infrastructure-nevi-formula-program#:~:text=Each%20NEVI%2Dfunded%20DC%20fast,station%20power%20of%20600%20kW. *The 2030 National Charging Network: Estimating U.S. Light-Duty Demand for Electric Vehicle Charging Infrastructure (nrel.gov) Note: Looking at the power of installed stations the proportion of 50 kW EVSE is decreasing while greater than 50 kW ports are increasing as a percent of all new chargers.	Publicly available through public agency

Year	Ownership	Charging application	Charging technology	kW*	Source	Availability
2040	Public‡	LDV Intercity	DCFC	350	https://www.energy.ca.gov/programs-and-topics/programs/national-electric-vehicle-infrastructure-nevi-formula-program#:~:text=Each%20NEVI%2Dfunded%20DC%20fast,station%20power%20of%20600%20kW. *The 2030 National Charging Network: Estimating U.S. Light-Duty Demand for Electric Vehicle Charging Infrastructure (nrel.gov) Note: Looking at the power of installed stations the proportion of 50 kW EVSE is decreasing while greater than 50 kW ports are increasing as a percent of all new chargers.	Publicly available through public agency

Year	Ownership	Charging application	Charging technology	kW*	Source	Availability
2041	Public‡	LDV Intercity	DCFC	350	https://www.energy.ca.gov/programs-and-topics/programs/national-electric-vehicle-infrastructure-nevi-formula-program#:~:text=Each%20NEVI%2Dfunded%20DC%20fast,station%20power%20of%20600%20kW. *The 2030 National Charging Network: Estimating U.S. Light-Duty Demand for Electric Vehicle Charging Infrastructure (nrel.gov) Note: Looking at the power of installed stations the proportion of 50 kW EVSE is decreasing while greater than 50 kW ports are increasing as a percent of all new chargers.	Publicly available through public agency

Year	Ownership	Charging application	Charging technology	kW*	Source	Availability
2042	Public‡	LDV Intercity	DCFC	350	https://www.energy.ca.gov/programs-and-topics/programs/national-electric-vehicle-infrastructure-nevi-formula-program#:~:text=Each%20NEVI%2Dfunded%20DC%20fast,station%20power%20of%20600%20kW. *The 2030 National Charging Network: Estimating U.S. Light-Duty Demand for Electric Vehicle Charging Infrastructure (nrel.gov) Note: Looking at the power of installed stations the proportion of 50 kW EVSE is decreasing while greater than 50 kW ports are increasing as a percent of all new chargers.	Publicly available through public agency

Year	Ownership	Charging application	Charging technology	kW*	Source	Availability
2043	Public‡	LDV Intercity	DCFC	350	https://www.energy.ca.gov/programs-and-topics/programs/national-electric-vehicle-infrastructure-nevi-formula-program#:~:text=Each%20NEVI%2Dfunded%20DC%20fast,station%20power%20of%20600%20kW. *The 2030 National Charging Network: Estimating U.S. Light-Duty Demand for Electric Vehicle Charging Infrastructure (nrel.gov) Note: Looking at the power of installed stations the proportion of 50 kW EVSE is decreasing while greater than 50 kW ports are increasing as a percent of all new chargers.	Publicly available through public agency

Year	Ownership	Charging application	Charging technology	kW*	Source	Availability
2044	Public‡	LDV Intercity	DCFC	350	https://www.energy.ca.gov/programs-and-topics/programs/national-electric-vehicle-infrastructure-nevi-formula-program#:~:text=Each%20NEVI%2Dfunded%20DC%20fast,station%20power%20of%20600%20kW. *The 2030 National Charging Network: Estimating U.S. Light-Duty Demand for Electric Vehicle Charging Infrastructure (nrel.gov) Note: Looking at the power of installed stations the proportion of 50 kW EVSE is decreasing while greater than 50 kW ports are increasing as a percent of all new chargers.	Publicly available through public agency

Year	Ownership	Charging application	Charging technology	kW*	Source	Availability
2045	Public‡	LDV Intercity	DCFC	350	https://www.energy.ca.gov/programs-and-topics/programs/national-electric-vehicle-infrastructure-nevi-formula-program#:~:text=Each%20NEVI%2Dfunded%20DC%20fast,station%20power%20of%20600%20kW. *The 2030 National Charging Network: Estimating U.S. Light-Duty Demand for Electric Vehicle Charging Infrastructure (nrel.gov) Note: Looking at the power of installed stations the proportion of 50 kW EVSE is decreasing while greater than 50 kW ports are increasing as a percent of all new chargers.	Publicly available through public agency
2025	Public‡	Port (Drayage)	DCFC	350	https://www.prnewswire.com/news-releases/forum-mobility-starts-construction-of-heavy-duty-electric-truck-charging-depot-in-the-port-of-long-beach-302146995.html	Publicly available through news agency

Year	Ownership	Charging application	Charging technology	kW*	Source	Availability
2026	Public‡	Port (Drayage)	DCFC	443	https://www.prnewswire.com/news-releases/forum-mobility-starts-construction-of-heavy-duty-electric-truck-charging-depot-in-the-port-of-long-beach-302146995.html	Publicly available through news agency
2027	Public‡	Port (Drayage)	DCFC	536	https://www.prnewswire.com/news-releases/forum-mobility-starts-construction-of-heavy-duty-electric-truck-charging-depot-in-the-port-of-long-beach-302146995.html	Publicly available through news agency
2028	Public‡	Port (Drayage)	DCFC	629	https://www.prnewswire.com/news-releases/forum-mobility-starts-construction-of-heavy-duty-electric-truck-charging-depot-in-the-port-of-long-beach-302146995.html	Publicly available through news agency
2029	Public‡	Port (Drayage)	DCFC	721	https://www.prnewswire.com/news-releases/forum-mobility-starts-construction-of-heavy-duty-electric-truck-charging-depot-in-the-port-of-long-beach-302146995.html	Publicly available through news agency

Year	Ownership	Charging application	Charging technology	kW*	Source	Availability
2030	Public‡	Port (Drayage)	DCFC	814	https://www.prnewswire.com/news-releases/forum-mobility-starts-construction-of-heavy-duty-electric-truck-charging-depot-in-the-port-of-long-beach-302146995.html	Publicly available through news agency
2031	Public‡	Port (Drayage)	DCFC	907	https://www.prnewswire.com/news-releases/forum-mobility-starts-construction-of-heavy-duty-electric-truck-charging-depot-in-the-port-of-long-beach-302146995.html	Publicly available through news agency
2032	Public‡	Port (Drayage)	DCFC	1000	https://www.prnewswire.com/news-releases/forum-mobility-starts-construction-of-heavy-duty-electric-truck-charging-depot-in-the-port-of-long-beach-302146995.html	Publicly available through news agency
2033	Public‡	Port (Drayage)	DCFC	1000	https://www.prnewswire.com/news-releases/forum-mobility-starts-construction-of-heavy-duty-electric-truck-charging-depot-in-the-port-of-long-beach-302146995.html	Publicly available through news agency

Year	Ownership	Charging application	Charging technology	kW*	Source	Availability
2034	Public‡	Port (Drayage)	DCFC	1000	https://www.prnewswire.com/news-releases/forum-mobility-starts-construction-of-heavy-duty-electric-truck-charging-depot-in-the-port-of-long-beach-302146995.html	Publicly available through news agency
2035	Public‡	Port (Drayage)	DCFC	1000	https://www.prnewswire.com/news-releases/forum-mobility-starts-construction-of-heavy-duty-electric-truck-charging-depot-in-the-port-of-long-beach-302146995.html	Publicly available through news agency
2036	Public‡	Port (Drayage)	DCFC	1000	https://www.prnewswire.com/news-releases/forum-mobility-starts-construction-of-heavy-duty-electric-truck-charging-depot-in-the-port-of-long-beach-302146995.html	Publicly available through news agency
2037	Public‡	Port (Drayage)	DCFC	1000	https://www.prnewswire.com/news-releases/forum-mobility-starts-construction-of-heavy-duty-electric-truck-charging-depot-in-the-port-of-long-beach-302146995.html	Publicly available through news agency

Year	Ownership	Charging application	Charging technology	kW*	Source	Availability
2038	Public‡	Port (Drayage)	DCFC	1000	https://www.prnewswire.com/news-releases/forum-mobility-starts-construction-of-heavy-duty-electric-truck-charging-depot-in-the-port-of-long-beach-302146995.html	Publicly available through news agency
2039	Public‡	Port (Drayage)	DCFC	1000	https://www.prnewswire.com/news-releases/forum-mobility-starts-construction-of-heavy-duty-electric-truck-charging-depot-in-the-port-of-long-beach-302146995.html	Publicly available through news agency
2040	Public‡	Port (Drayage)	DCFC	1000	https://www.prnewswire.com/news-releases/forum-mobility-starts-construction-of-heavy-duty-electric-truck-charging-depot-in-the-port-of-long-beach-302146995.html	Publicly available through news agency
2041	Public‡	Port (Drayage)	DCFC	1000	https://www.prnewswire.com/news-releases/forum-mobility-starts-construction-of-heavy-duty-electric-truck-charging-depot-in-the-port-of-long-beach-302146995.html	Publicly available through news agency

Year	Ownership	Charging application	Charging technology	kW*	Source	Availability
2042	Public‡	Port (Drayage)	DCFC	1000	https://www.prnewswire.com/news-releases/forum-mobility-starts-construction-of-heavy-duty-electric-truck-charging-depot-in-the-port-of-long-beach-302146995.html	Publicly available through news agency
2043	Public‡	Port (Drayage)	DCFC	1000	https://www.prnewswire.com/news-releases/forum-mobility-starts-construction-of-heavy-duty-electric-truck-charging-depot-in-the-port-of-long-beach-302146995.html	Publicly available through news agency
2044	Public‡	Port (Drayage)	DCFC	1000	https://www.prnewswire.com/news-releases/forum-mobility-starts-construction-of-heavy-duty-electric-truck-charging-depot-in-the-port-of-long-beach-302146995.html	Publicly available through news agency
2045	Public‡	Port (Drayage)	DCFC	1000	https://www.prnewswire.com/news-releases/forum-mobility-starts-construction-of-heavy-duty-electric-truck-charging-depot-in-the-port-of-long-beach-302146995.html	Publicly available through news agency

Year	Ownership	Charging application	Charging technology	kW*	Source	Availability
2025	Public‡	Highway Corridor (intercity)	DCFC	750	https://runonless.com/roled-profiles/pepsico/ https://www.chargepoint.com/about/news/chargepoint-announces-three-megawatt-charging-architecture-electrify-future-trucking	Publicly available through research agency; Publicly available through commercial entity

Grid Impacts

Source: See table for sources

Highlighted cells reflect modifications from I&A previously issued in October 1, 2025 Ruling

Input Category	Input	Source	Data Availability
Grid Impacts	Fuel efficiency	CEC	Publicly available through public agency

Justification: These inputs provide transparent, publicly accessible, and traceable fuel efficiency figures derived from telemetry data.

Limitations: The key limitation around fuel efficiency is the accuracy of future estimates. These estimates are based on historical improvements and anticipated research and development investments but are still uncertain, especially toward the end of the study analysis. Current estimates also are dependent on the existing vehicle mix, including drag coefficient and weight. These may change over time as consumer preferences, technology, and OEM designs change.

Research Recommendation: N/A

Input Category	Input	Source	Data Availability
Grid Impacts	VMT	CEC	Publicly available through public agency

Justification: AATE Scenario 3 recommended for TEPP because it is included in the "single forecast set" used by CPUC, CEC, and California Independent System Operator (CAISO).
Limitations: While the industry has credible VMT estimates for light-duty BEVs, there is more uncertainty regarding assumptions for electrified MDHD BEVs. This is due to the lack of real-world evidence for larger electrified MDHD BEVs and how their trip lengths, on average, may be impacted over time.
Research Recommendation: Consider conducting more industry surveys to gain further real-world insights around EV vehicle miles traveled

Input Category	Input	Source	Data Availability
Grid Impacts	Driving range	See tab for details	Publicly available through public agency

Justification: Data set provides driving range values for most BEVS in the US.
Limitations: This input assumes that driving range is similar for passenger cars and light trucks based on research reviewing vehicle model specifications provided by AFDC. Range is determined by variables such as weight, drag, elevation, and driving speed, which contribute to efficiency, and battery capacity. There is considerable variation in driving range across MDHD BEV types and use cases. For example, the Tesla Semi has an estimated range of 500 miles while the Freightliner eCascadia has an estimated range of 230 miles. It may be a challenge to capture variation in driving range within the same vehicle use case, especially as cargo weight can vary dramatically. Eventually, long-haul trucks are expected to have a range closer to 500 miles in order to drive on cross-country routes. Like other inputs, this will also depend on technology improvements over time, which are inherently uncertain. It's also possible that future LDVs will have different driving ranges based on use case. Delivery trucks that only drive 100 miles in a day may have less range (and associated lower battery costs) than personal vehicles where customers expect similar range to ICEVs.
Research Recommendation: Consider conducting more industry surveys to gain further real-world insights around EV driving range

Input Category	Input	Source	Data Availability
Grid Impacts	Trip data	See tab for details	See tab for details

Justification: Sources represent the best known vehicle trip data.
Limitations: The trip data is based on ICEV trips, so it assumes that electric BEV will make similar trips.
Research Recommendation: Consider conducting more industry surveys to gain further real-world insights around EV vs ICE routing and trip data

Input Category	Input	Source	Data Availability
Grid Impacts	Public vs private charging allocation	See tab for details	See tab for details

Justification: These sources represent the best known for vehicle trip data which provide the underlying assumptions for public vs depot charging.
Note that although AB 2127 also has analogous inputs, it does not provide the granularity sought by the TEPP analysis.
Limitations: Assumptions about private vs public charging preference are based on expected BEV duty cycles. However, duty cycles are not a perfect indicator. Fleet managers could change duty cycles to prioritize depot charging, reducing the need for public charging. Conversely, lengthy permitting and grid installation periods may force fleet managers to rely on public charging as opposed to their stated preference for depot charging. For LD, it is unclear whether individuals will have similar driving patterns with BEV as they do for ICEV, and the extent to which drivers will utilize DCFC charging at highway corridors for local trips.
Research Recommendation: Consider conducting more industry surveys to gain further real-world insights around EV public vs private charging allocations.

Input Category	Input	Source	Data Availability
Grid Impacts	Load shapes	CEC	Publicly available through public agency

Justification: These inputs provide transparent, publicly accessible, and traceable hourly load shape data broken out by use case and TAC area (Transmission Access Charge).
Limitations: MDHD load shapes are based on ICEV trips and assume BEVs will have similar driving behavior as their ICEV counterparts. LD load shapes assume future intercity charging will be similar to current-day behavior. Empirically derived load shapes are based on actual charging session data, and as such, are a product of technological, behavioral, social systems that can change over time. Changes in electric rates, battery technology, charger technology, commute behavior, etc. can all affect load shapes in important ways.
These load shapes also blend charging technologies (L1, L2, DCFC), which may make more granular analysis challenging.
Research Recommendation: Consider reaching out to IOUs for pilot load shape data covering less common charging use cases such as HD depot/corridor charging.

Input Category	Input	Source	Data Availability
Grid Impacts	State of Charge (SOC)	See tab for details	See tab for details

Justification: See tab for details
Limitations: The 'Advanced Plug-in Electric Vehicle Travel and Charging Behavior Final Report' covers personally owned vehicles, not commercially owned vehicles. As studies indicate that public charging preferences are driven by a variety of factors including socioeconomic and risk tolerance factors rather than SOC, there is uncertainty with the extent to which SOC and charging behavior data can solely be used to predict likelihood of public charging.
Research Recommendation: Consider conducting studies using demonstrated state of charge and charging session data for vehicles in California. Also, consider leveraging national/state modeling and simulation tools such as HEVI-LOAD to refine assumptions for state of charge associated with public charging sessions.

Input Category	Input	Source	Data Availability
Grid Impacts	Tract Drayage Operations	See tab for details	See tab for details

Justification: Provides an indication of where drayage operations occur, and associated vehicles would be domiciled.
Limitations: Drayage operations employment data does not necessarily indicate where drayage vehicles would be domiciled, so there is some uncertainty about the accuracy of allocating vehicles to these census tracts. A future research consideration to address this uncertainty is to interview drayage operators around where drayage vehicles are actually domiciled, as compared to where they may be registered.
Research Recommendation: Interview drayage operators to determine whether the assumptions around drayage vehicle domicile location are accurate.

Fuel Efficiency

Source: CEC

Highlighted cells reflect modifications from I&A previously issued in October 1, 2025 Ruling

Year	Vehicle Use Case	Duty	Fuel Efficiency (kWh/mile)	Source	Availability
2024	CA Long Haul Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2024	Drayage	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2024	GVWR 4-6 P	MDHD	2026 IEPR	CEC	Publicly available ugh public agency
2024	GV				vailable ublic agency
2024	GV				vailable ublic agency
2024	Lig (P Co				vailable ublic agency
2024	O Tr				vailable ublic agency
2024	Pa (P Co				vailable ublic agency
2024	Sc				vailable ublic agency
2024	Sho				vailable public agency
2024	Transit Bus	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2024	Vocational Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency

To be populated with 2026 IEPR values when published

Year	Vehicle Use Case	Duty	Fuel Efficiency (kWh/mile)	Source	Availability
2025	GVWR3 Pickup	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2025	GVWR 4-6 Delivery	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2025	GVWR 7-8 Delivery	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2025	CA Long Haul Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2025	Short-Haul Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2025	OOS Long Haul Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2025	Drayage	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2025	Vocational Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2025	Passenger Car (Personal and Commercial)	LD	2026 IEPR Value	CEC	Publicly available through public agency
2025	Light Truck (Personal and Commercial)	LD	2026 IEPR Value	CEC	Publicly available through public agency
2025	Transit Bus	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2025	School Bus	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2026	GVWR3 Pickup	MDHD	2026 IEPR Value	CEC	Publicly available through public agency

Year	Vehicle Use Case	Duty	Fuel Efficiency (kWh/mile)	Source	Availability
2026	GVWR 4-6 Delivery	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2026	GVWR 7-8 Delivery	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2026	CA Long Haul Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2026	Short-Haul Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2026	OOS Long Haul Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2026	Drayage	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2026	Vocational Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2026	Passenger Car (Personal and Commercial)	LD	2026 IEPR Value	CEC	Publicly available through public agency
2026	Light Truck (Personal and Commercial)	LD	2026 IEPR Value	CEC	Publicly available through public agency
2026	Transit Bus	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2026	School Bus	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2027	GVWR3 Pickup	MDHD	2026 IEPR Value	CEC	Publicly available through public agency

Year	Vehicle Use Case	Duty	Fuel Efficiency (kWh/mile)	Source	Availability
2027	GVWR 4-6 Delivery	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2027	GVWR 7-8 Delivery	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2027	CA Long Haul Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2027	Short-Haul Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2027	OOS Long Haul Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2027	Drayage	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2027	Vocational Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2027	Passenger Car (Personal and Commercial)	LD	2026 IEPR Value	CEC	Publicly available through public agency
2027	Light Truck (Personal and Commercial)	LD	2026 IEPR Value	CEC	Publicly available through public agency
2027	Transit Bus	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2027	School Bus	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2028	GVWR3 Pickup	MDHD	2026 IEPR Value	CEC	Publicly available through public agency

Year	Vehicle Use Case	Duty	Fuel Efficiency (kWh/mile)	Source	Availability
2028	GVWR 4-6 Delivery	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2028	GVWR 7-8 Delivery	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2028	CA Long Haul Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2028	Short-Haul Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2028	OOS Long Haul Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2028	Drayage	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2028	Vocational Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2028	Passenger Car (Personal and Commercial)	LD	2026 IEPR Value	CEC	Publicly available through public agency
2028	Light Truck (Personal and Commercial)	LD	2026 IEPR Value	CEC	Publicly available through public agency
2028	Transit Bus	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2028	School Bus	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2029	GVWR3 Pickup	MDHD	2026 IEPR Value	CEC	Publicly available through public agency

Year	Vehicle Use Case	Duty	Fuel Efficiency (kWh/mile)	Source	Availability
2029	GVWR 4-6 Delivery	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2029	GVWR 7-8 Delivery	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2029	CA Long Haul Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2029	Short-Haul Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2029	OOS Long Haul Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2029	Drayage	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2029	Vocational Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2029	Passenger Car (Personal and Commercial)	LD	2026 IEPR Value	CEC	Publicly available through public agency
2029	Light Truck (Personal and Commercial)	LD	2026 IEPR Value	CEC	Publicly available through public agency
2029	Transit Bus	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2029	School Bus	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2030	GVWR3 Pickup	MDHD	2026 IEPR Value	CEC	Publicly available through public agency

Year	Vehicle Use Case	Duty	Fuel Efficiency (kWh/mile)	Source	Availability
2030	GVWR 4-6 Delivery	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2030	GVWR 7-8 Delivery	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2030	CA Long Haul Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2030	Short-Haul Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2030	OOS Long Haul Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2030	Drayage	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2030	Vocational Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2030	Passenger Car (Personal and Commercial)	LD	2026 IEPR Value	CEC	Publicly available through public agency
2030	Light Truck (Personal and Commercial)	LD	2026 IEPR Value	CEC	Publicly available through public agency
2030	Transit Bus	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2030	School Bus	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2031	GVWR3 Pickup	MDHD	2026 IEPR Value	CEC	Publicly available through public agency

Year	Vehicle Use Case	Duty	Fuel Efficiency (kWh/mile)	Source	Availability
2031	GVWR 4-6 Delivery	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2031	GVWR 7-8 Delivery	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2031	CA Long Haul Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2031	Short-Haul Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2031	OOS Long Haul Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2031	Drayage	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2031	Vocational Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2031	Passenger Car (Personal and Commercial)	LD	2026 IEPR Value	CEC	Publicly available through public agency
2031	Light Truck (Personal and Commercial)	LD	2026 IEPR Value	CEC	Publicly available through public agency
2031	Transit Bus	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2031	School Bus	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2032	GVWR3 Pickup	MDHD	2026 IEPR Value	CEC	Publicly available through public agency

Year	Vehicle Use Case	Duty	Fuel Efficiency (kWh/mile)	Source	Availability
2032	GVWR 4-6 Delivery	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2032	GVWR 7-8 Delivery	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2032	CA Long Haul Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2032	Short-Haul Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2032	OOS Long Haul Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2032	Drayage	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2032	Vocational Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2032	Passenger Car (Personal and Commercial)	LD	2026 IEPR Value	CEC	Publicly available through public agency
2032	Light Truck (Personal and Commercial)	LD	2026 IEPR Value	CEC	Publicly available through public agency
2032	Transit Bus	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2032	School Bus	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2033	GVWR3 Pickup	MDHD	2026 IEPR Value	CEC	Publicly available through public agency

Year	Vehicle Use Case	Duty	Fuel Efficiency (kWh/mile)	Source	Availability
2033	GVWR 4-6 Delivery	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2033	GVWR 7-8 Delivery	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2033	CA Long Haul Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2033	Short-Haul Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2033	OOS Long Haul Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2033	Drayage	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2033	Vocational Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2033	Passenger Car (Personal and Commercial)	LD	2026 IEPR Value	CEC	Publicly available through public agency
2033	Light Truck (Personal and Commercial)	LD	2026 IEPR Value	CEC	Publicly available through public agency
2033	Transit Bus	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2033	School Bus	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2034	GVWR3 Pickup	MDHD	2026 IEPR Value	CEC	Publicly available through public agency

Year	Vehicle Use Case	Duty	Fuel Efficiency (kWh/mile)	Source	Availability
2034	GVWR 4-6 Delivery	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2034	GVWR 7-8 Delivery	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2034	CA Long Haul Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2034	Short-Haul Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2034	OOS Long Haul Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2034	Drayage	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2034	Vocational Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2034	Passenger Car (Personal and Commercial)	LD	2026 IEPR Value	CEC	Publicly available through public agency
2034	Light Truck (Personal and Commercial)	LD	2026 IEPR Value	CEC	Publicly available through public agency
2034	Transit Bus	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2034	School Bus	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2035	GVWR3 Pickup	MDHD	2026 IEPR Value	CEC	Publicly available through public agency

Year	Vehicle Use Case	Duty	Fuel Efficiency (kWh/mile)	Source	Availability
2035	GVWR 4-6 Delivery	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2035	GVWR 7-8 Delivery	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2035	CA Long Haul Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2035	Short-Haul Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2035	OOS Long Haul Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2035	Drayage	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2035	Vocational Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2035	Passenger Car (Personal and Commercial)	LD	2026 IEPR Value	CEC	Publicly available through public agency
2035	Light Truck (Personal and Commercial)	LD	2026 IEPR Value	CEC	Publicly available through public agency
2035	Transit Bus	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2035	School Bus	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2036	GVWR3 Pickup	MDHD	2026 IEPR Value	CEC	Publicly available through public agency

Year	Vehicle Use Case	Duty	Fuel Efficiency (kWh/mile)	Source	Availability
2036	GVWR 4-6 Delivery	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2036	GVWR 7-8 Delivery	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2036	CA Long Haul Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2036	Short-Haul Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2036	OOS Long Haul Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2036	Drayage	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2036	Vocational Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2036	Passenger Car (Personal and Commercial)	LD	2026 IEPR Value	CEC	Publicly available through public agency
2036	Light Truck (Personal and Commercial)	LD	2026 IEPR Value	CEC	Publicly available through public agency
2036	Transit Bus	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2036	School Bus	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2037	GVWR3 Pickup	MDHD	2026 IEPR Value	CEC	Publicly available through public agency

Year	Vehicle Use Case	Duty	Fuel Efficiency (kWh/mile)	Source	Availability
2037	GVWR 4-6 Delivery	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2037	GVWR 7-8 Delivery	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2037	CA Long Haul Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2037	Short-Haul Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2037	OOS Long Haul Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2037	Drayage	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2037	Vocational Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2037	Passenger Car (Personal and Commercial)	LD	2026 IEPR Value	CEC	Publicly available through public agency
2037	Light Truck (Personal and Commercial)	LD	2026 IEPR Value	CEC	Publicly available through public agency
2037	Transit Bus	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2037	School Bus	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2038	GVWR3 Pickup	MDHD	2026 IEPR Value	CEC	Publicly available through public agency

Year	Vehicle Use Case	Duty	Fuel Efficiency (kWh/mile)	Source	Availability
2038	GVWR 4-6 Delivery	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2038	GVWR 7-8 Delivery	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2038	CA Long Haul Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2038	Short-Haul Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2038	OOS Long Haul Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2038	Drayage	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2038	Vocational Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2038	Passenger Car (Personal and Commercial)	LD	2026 IEPR Value	CEC	Publicly available through public agency
2038	Light Truck (Personal and Commercial)	LD	2026 IEPR Value	CEC	Publicly available through public agency
2038	Transit Bus	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2038	School Bus	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2039	GVWR3 Pickup	MDHD	2026 IEPR Value	CEC	Publicly available through public agency

Year	Vehicle Use Case	Duty	Fuel Efficiency (kWh/mile)	Source	Availability
2039	GVWR 4-6 Delivery	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2039	GVWR 7-8 Delivery	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2039	CA Long Haul Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2039	Short-Haul Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2039	OOS Long Haul Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2039	Drayage	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2039	Vocational Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2039	Passenger Car (Personal and Commercial)	LD	2026 IEPR Value	CEC	Publicly available through public agency
2039	Light Truck (Personal and Commercial)	LD	2026 IEPR Value	CEC	Publicly available through public agency
2039	Transit Bus	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2039	School Bus	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2040	GVWR3 Pickup	MDHD	2026 IEPR Value	CEC	Publicly available through public agency

Year	Vehicle Use Case	Duty	Fuel Efficiency (kWh/mile)	Source	Availability
2040	GVWR 4-6 Delivery	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2040	GVWR 7-8 Delivery	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2040	CA Long Haul Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2040	Short-Haul Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2040	OOS Long Haul Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2040	Drayage	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2040	Vocational Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2040	Passenger Car (Personal and Commercial)	LD	2026 IEPR Value	CEC	Publicly available through public agency
2040	Light Truck (Personal and Commercial)	LD	2026 IEPR Value	CEC	Publicly available through public agency
2040	Transit Bus	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2040	School Bus	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2041	GVWR3 Pickup	MDHD	2026 IEPR Value	CEC	Publicly available through public agency

Year	Vehicle Use Case	Duty	Fuel Efficiency (kWh/mile)	Source	Availability
2041	GVWR 4-6 Delivery	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2041	GVWR 7-8 Delivery	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2041	CA Long Haul Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2041	Short-Haul Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2041	OOS Long Haul Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2041	Drayage	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2041	Vocational Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2041	Passenger Car (Personal and Commercial)	LD	2026 IEPR Value	CEC	Publicly available through public agency
2041	Light Truck (Personal and Commercial)	LD	2026 IEPR Value	CEC	Publicly available through public agency
2041	Transit Bus	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2041	School Bus	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2042	GVWR3 Pickup	MDHD	2026 IEPR Value	CEC	Publicly available through public agency

Year	Vehicle Use Case	Duty	Fuel Efficiency (kWh/mile)	Source	Availability
2042	GVWR 4-6 Delivery	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2042	GVWR 7-8 Delivery	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2042	CA Long Haul Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2042	Short-Haul Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2042	OOS Long Haul Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2042	Drayage	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2042	Vocational Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2042	Passenger Car (Personal and Commercial)	LD	2026 IEPR Value	CEC	Publicly available through public agency
2042	Light Truck (Personal and Commercial)	LD	2026 IEPR Value	CEC	Publicly available through public agency
2042	Transit Bus	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2042	School Bus	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2043	GVWR3 Pickup	MDHD	2026 IEPR Value	CEC	Publicly available through public agency

Year	Vehicle Use Case	Duty	Fuel Efficiency (kWh/mile)	Source	Availability
2043	GVWR 4-6 Delivery	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2043	GVWR 7-8 Delivery	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2043	CA Long Haul Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2043	Short-Haul Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2043	OOS Long Haul Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2043	Drayage	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2043	Vocational Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2043	Passenger Car (Personal and Commercial)	LD	2026 IEPR Value	CEC	Publicly available through public agency
2043	Light Truck (Personal and Commercial)	LD	2026 IEPR Value	CEC	Publicly available through public agency
2043	Transit Bus	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2043	School Bus	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2044	GVWR3 Pickup	MDHD	2026 IEPR Value	CEC	Publicly available through public agency

Year	Vehicle Use Case	Duty	Fuel Efficiency (kWh/mile)	Source	Availability
2044	GVWR 4-6 Delivery	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2044	GVWR 7-8 Delivery	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2044	CA Long Haul Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2044	Short-Haul Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2044	OOS Long Haul Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2044	Drayage	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2044	Vocational Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2044	Passenger Car (Personal and Commercial)	LD	2026 IEPR Value	CEC	Publicly available through public agency
2044	Light Truck (Personal and Commercial)	LD	2026 IEPR Value	CEC	Publicly available through public agency
2044	Transit Bus	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2044	School Bus	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2045	CA Long Haul Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency

Year	Vehicle Use Case	Duty	Fuel Efficiency (kWh/mile)	Source	Availability
2045	Drayage	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2045	GVWR 4-6 Delivery	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2045	GVWR 7-8 Delivery	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2045	GVWR3 Pickup	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2045	Light Truck (Personal and Commercial)	LD	2026 IEPR Value	CEC	Publicly available through public agency
2045	OOS Long Haul Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2045	Passenger Car (Personal and Commercial)	LD	2026 IEPR Value	CEC	Publicly available through public agency
2045	School Bus	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2045	Short-Haul Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2045	Transit Bus	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2045	Vocational Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2046	GVWR3 Pickup	MDHD	2026 IEPR Value	CEC	Publicly available through public agency

Year	Vehicle Use Case	Duty	Fuel Efficiency (kWh/mile)	Source	Availability
2046	GVWR 4-6 Delivery	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2046	GVWR 7-8 Delivery	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2046	CA Long Haul Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2046	Short-Haul Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2046	OOS Long Haul Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2046	Drayage	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2046	Vocational Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2046	Passenger Car (Personal and Commercial)	LD	2026 IEPR Value	CEC	Publicly available through public agency
2046	Light Truck (Personal and Commercial)	LD	2026 IEPR Value	CEC	Publicly available through public agency
2046	Transit Bus	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2046	School Bus	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2047	GVWR3 Pickup	MDHD	2026 IEPR Value	CEC	Publicly available through public agency

Year	Vehicle Use Case	Duty	Fuel Efficiency (kWh/mile)	Source	Availability
2047	GVWR 4-6 Delivery	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2047	GVWR 7-8 Delivery	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2047	CA Long Haul Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2047	Short-Haul Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2047	OOS Long Haul Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2047	Drayage	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2047	Vocational Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2047	Passenger Car (Personal and Commercial)	LD	2026 IEPR Value	CEC	Publicly available through public agency
2047	Light Truck (Personal and Commercial)	LD	2026 IEPR Value	CEC	Publicly available through public agency
2047	Transit Bus	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2047	School Bus	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2048	GVWR3 Pickup	MDHD	2026 IEPR Value	CEC	Publicly available through public agency

Year	Vehicle Use Case	Duty	Fuel Efficiency (kWh/mile)	Source	Availability
2048	GVWR 4-6 Delivery	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2048	GVWR 7-8 Delivery	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2048	CA Long Haul Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2048	Short-Haul Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2048	OOS Long Haul Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2048	Drayage	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2048	Vocational Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2048	Passenger Car (Personal and Commercial)	LD	2026 IEPR Value	CEC	Publicly available through public agency
2048	Light Truck (Personal and Commercial)	LD	2026 IEPR Value	CEC	Publicly available through public agency
2048	Transit Bus	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2048	School Bus	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2049	GVWR3 Pickup	MDHD	2026 IEPR Value	CEC	Publicly available through public agency

Year	Vehicle Use Case	Duty	Fuel Efficiency (kWh/mile)	Source	Availability
2049	GVWR 4-6 Delivery	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2049	GVWR 7-8 Delivery	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2049	CA Long Haul Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2049	Short-Haul Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2049	OOS Long Haul Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2049	Drayage	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2049	Vocational Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2049	Passenger Car (Personal and Commercial)	LD	2026 IEPR Value	CEC	Publicly available through public agency
2049	Light Truck (Personal and Commercial)	LD	2026 IEPR Value	CEC	Publicly available through public agency
2049	Transit Bus	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2049	School Bus	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2050	GVWR3 Pickup	MDHD	2026 IEPR Value	CEC	Publicly available through public agency

Year	Vehicle Use Case	Duty	Fuel Efficiency (kWh/mile)	Source	Availability
2050	GVWR 4-6 Delivery	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2050	GVWR 7-8 Delivery	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2050	CA Long Haul Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2050	Short-Haul Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2050	OOS Long Haul Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2050	Drayage	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2050	Vocational Truck	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2050	Passenger Car (Personal and Commercial)	LD	2026 IEPR Value	CEC	Publicly available through public agency
2050	Light Truck (Personal and Commercial)	LD	2026 IEPR Value	CEC	Publicly available through public agency
2050	Transit Bus	MDHD	2026 IEPR Value	CEC	Publicly available through public agency
2050	School Bus	MDHD	2026 IEPR Value	CEC	Publicly available through public agency

Vehicle Miles Traveled

Source: CEC

Highlighted cells reflect modifications from I&A previously issued in October 1, 2025 Ruling

Calendar Year	Vehicle Use Case	Vehicle Miles Traveled	Duty	Availability
2024	CA Long-Haul Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2024	CVC (Commercial)	2026 IEPR Value	LD	Publicly available through public agency
2024	Drayage Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2024	GVWR 4-6 Delivery Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2024				ublic
2024				
2024				
2024				
2024				
2024				
2024				
2025				
2025				c
2025	Drayage Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2025	GVWR 4-6 Delivery Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2025	GVWR 7-8 Delivery	2026 IEPR Value	MDHD	Publicly available through public agency

To be populated with 2026 IEPR values when published

Calendar Year	Vehicle Use Case	Vehicle Miles Traveled	Duty	Availability
2025	GVWR3 Pickup	2026 IEPR Value	MDHD	Publicly available through public agency
2025	OOS Long-Haul Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2025	PVC (Personal)	2026 IEPR Value	LD	Publicly available through public agency
2025	School Bus	2026 IEPR Value	MDHD	Publicly available through public agency
2025	Short-Haul Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2025	Transit Bus	2026 IEPR Value	MDHD	Publicly available through public agency
2025	Vocational Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2026	CA Long-Haul Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2026	CVC (Commercial)	2026 IEPR Value	LD	Publicly available through public agency
2026	Drayage Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2026	GVWR 4-6 Delivery Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2026	GVWR 7-8 Delivery	2026 IEPR Value	MDHD	Publicly available through public agency
2026	GVWR3 Pickup	2026 IEPR Value	MDHD	Publicly available through public agency
2026	OOS Long-Haul Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2026	PVC (Personal)	2026 IEPR Value	LD	Publicly available through public agency
2026	School Bus	2026 IEPR Value	MDHD	Publicly available through public agency
2026	Short-Haul Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2026	Transit Bus	2026 IEPR Value	MDHD	Publicly available through public agency
2026	Vocational Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2027	CA Long-Haul Truck	2026 IEPR Value	MDHD	Publicly available through public agency

Calendar Year	Vehicle Use Case	Vehicle Miles Traveled	Duty	Availability
2027	CVC (Commercial)	2026 IEPR Value	LD	Publicly available through public agency
2027	Drayage Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2027	GVWR 4-6 Delivery Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2027	GVWR 7-8 Delivery	2026 IEPR Value	MDHD	Publicly available through public agency
2027	GVWR3 Pickup	2026 IEPR Value	MDHD	Publicly available through public agency
2027	OOS Long-Haul Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2027	PVC (Personal)	2026 IEPR Value	LD	Publicly available through public agency
2027	School Bus	2026 IEPR Value	MDHD	Publicly available through public agency
2027	Short-Haul Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2027	Transit Bus	2026 IEPR Value	MDHD	Publicly available through public agency
2027	Vocational Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2028	CA Long-Haul Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2028	CVC (Commercial)	2026 IEPR Value	LD	Publicly available through public agency
2028	Drayage Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2028	GVWR 4-6 Delivery Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2028	GVWR 7-8 Delivery	2026 IEPR Value	MDHD	Publicly available through public agency
2028	GVWR3 Pickup	2026 IEPR Value	MDHD	Publicly available through public agency
2028	OOS Long-Haul Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2028	PVC (Personal)	2026 IEPR Value	LD	Publicly available through public agency
2028	School Bus	2026 IEPR Value	MDHD	Publicly available through public agency

Calendar Year	Vehicle Use Case	Vehicle Miles Traveled	Duty	Availability
2028	Short-Haul Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2028	Transit Bus	2026 IEPR Value	MDHD	Publicly available through public agency
2028	Vocational Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2029	CA Long-Haul Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2029	CVC (Commercial)	2026 IEPR Value	LD	Publicly available through public agency
2029	Drayage Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2029	GVWR 4-6 Delivery Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2029	GVWR 7-8 Delivery	2026 IEPR Value	MDHD	Publicly available through public agency
2029	GVWR3 Pickup	2026 IEPR Value	MDHD	Publicly available through public agency
2029	OOS Long-Haul Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2029	PVC (Personal)	2026 IEPR Value	LD	Publicly available through public agency
2029	School Bus	2026 IEPR Value	MDHD	Publicly available through public agency
2029	Short-Haul Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2029	Transit Bus	2026 IEPR Value	MDHD	Publicly available through public agency
2029	Vocational Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2030	CA Long-Haul Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2030	CVC (Commercial)	2026 IEPR Value	LD	Publicly available through public agency
2030	Drayage Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2030	GVWR 4-6 Delivery Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2030	GVWR 7-8 Delivery	2026 IEPR Value	MDHD	Publicly available through public agency

Calendar Year	Vehicle Use Case	Vehicle Miles Traveled	Duty	Availability
2030	GVWR3 Pickup	2026 IEPR Value	MDHD	Publicly available through public agency
2030	OOS Long-Haul Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2030	PVC (Personal)	2026 IEPR Value	LD	Publicly available through public agency
2030	School Bus	2026 IEPR Value	MDHD	Publicly available through public agency
2030	Short-Haul Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2030	Transit Bus	2026 IEPR Value	MDHD	Publicly available through public agency
2030	Vocational Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2031	CA Long-Haul Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2031	CVC (Commercial)	2026 IEPR Value	LD	Publicly available through public agency
2031	Drayage Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2031	GVWR 4-6 Delivery Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2031	GVWR 7-8 Delivery	2026 IEPR Value	MDHD	Publicly available through public agency
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2031	OOS Long-Haul Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2031	PVC (Personal)	2026 IEPR Value	LD	Publicly available through public agency
2031	School Bus	2026 IEPR Value	MDHD	Publicly available through public agency
2031	Short-Haul Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2031	Transit Bus	2026 IEPR Value	MDHD	Publicly available through public agency
2031	Vocational Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2032	CA Long-Haul Truck	2026 IEPR Value	MDHD	Publicly available through public agency

Calendar Year	Vehicle Use Case	Vehicle Miles Traveled	Duty	Availability
2032	CVC (Commercial)	2026 IEPR Value	LD	Publicly available through public agency
2032	Drayage Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2032	GVWR 4-6 Delivery Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2032	GVWR 7-8 Delivery	2026 IEPR Value	MDHD	Publicly available through public agency
2032	GVWR3 Pickup	2026 IEPR Value	MDHD	Publicly available through public agency
2032	OOS Long-Haul Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2032	PVC (Personal)	2026 IEPR Value	LD	Publicly available through public agency
2032	School Bus	2026 IEPR Value	MDHD	Publicly available through public agency
2032	Short-Haul Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2032	Transit Bus	2026 IEPR Value	MDHD	Publicly available through public agency
2032	Vocational Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2033	CA Long-Haul Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2033	CVC (Commercial)	2026 IEPR Value	LD	Publicly available through public agency
2033	Drayage Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2033	GVWR 4-6 Delivery Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2033	GVWR 7-8 Delivery	2026 IEPR Value	MDHD	Publicly available through public agency
2033	GVWR3 Pickup	2026 IEPR Value	MDHD	Publicly available through public agency
2033	OOS Long-Haul Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2033	PVC (Personal)	2026 IEPR Value	LD	Publicly available through public agency
2033	School Bus	2026 IEPR Value	MDHD	Publicly available through public agency

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2033	Short-Haul Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2033	Transit Bus	2026 IEPR Value	MDHD	Publicly available through public agency
2033	Vocational Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2034	CA Long-Haul Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2034	CVC (Commercial)	2026 IEPR Value	LD	Publicly available through public agency
2034	Drayage Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2034	GVWR 4-6 Delivery Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2034	GVWR 7-8 Delivery	2026 IEPR Value	MDHD	Publicly available through public agency
2034	GVWR3 Pickup	2026 IEPR Value	MDHD	Publicly available through public agency
2034	OOS Long-Haul Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2034	PVC (Personal)	2026 IEPR Value	LD	Publicly available through public agency
2034	School Bus	2026 IEPR Value	MDHD	Publicly available through public agency
2034	Short-Haul Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2034	Transit Bus	2026 IEPR Value	MDHD	Publicly available through public agency
2034	Vocational Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2035	CA Long-Haul Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2035	CVC (Commercial)	2026 IEPR Value	LD	Publicly available through public agency
2035	Drayage Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2035	GVWR 4-6 Delivery Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2035	GVWR 7-8 Delivery	2026 IEPR Value	MDHD	Publicly available through public agency

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2035	GVWR3 Pickup	2026 IEPR Value	MDHD	Publicly available through public agency
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2035	PVC (Personal)	2026 IEPR Value	LD	Publicly available through public agency
2035	School Bus	2026 IEPR Value	MDHD	Publicly available through public agency
2035	Short-Haul Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2035	Transit Bus	2026 IEPR Value	MDHD	Publicly available through public agency
2035	Vocational Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2036	CA Long-Haul Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2036	CVC (Commercial)	2026 IEPR Value	LD	Publicly available through public agency
2036	Drayage Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2036	GVWR 4-6 Delivery Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2036	GVWR 7-8 Delivery	2026 IEPR Value	MDHD	Publicly available through public agency
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2036	School Bus	2026 IEPR Value	MDHD	Publicly available through public agency
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2036	Transit Bus	2026 IEPR Value	MDHD	Publicly available through public agency
2036	Vocational Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2037	CA Long-Haul Truck	2026 IEPR Value	MDHD	Publicly available through public agency

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2037	CVC (Commercial)	2026 IEPR Value	LD	Publicly available through public agency
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2037	Transit Bus	2026 IEPR Value	MDHD	Publicly available through public agency
2037	Vocational Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2038	CA Long-Haul Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2038	CVC (Commercial)	2026 IEPR Value	LD	Publicly available through public agency
2038	Drayage Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2038	GVWR 4-6 Delivery Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2038	GVWR 7-8 Delivery	2026 IEPR Value	MDHD	Publicly available through public agency
2038	GVWR3 Pickup	2026 IEPR Value	MDHD	Publicly available through public agency
2038	OOS Long-Haul Truck	2026 IEPR Value	MDHD	Publicly available through public agency
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2038	School Bus	2026 IEPR Value	MDHD	Publicly available through public agency

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2038	Short-Haul Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2038	Transit Bus	2026 IEPR Value	MDHD	Publicly available through public agency
2038	Vocational Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2039	CA Long-Haul Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2039	CVC (Commercial)	2026 IEPR Value	LD	Publicly available through public agency
2039	Drayage Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2039	GVWR 4-6 Delivery Truck	2026 IEPR Value	MDHD	Publicly available through public agency
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2039	GVWR3 Pickup	2026 IEPR Value	MDHD	Publicly available through public agency
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2039	PVC (Personal)	2026 IEPR Value	LD	Publicly available through public agency
2039	School Bus	2026 IEPR Value	MDHD	Publicly available through public agency
2039	Short-Haul Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2039	Transit Bus	2026 IEPR Value	MDHD	Publicly available through public agency
2039	Vocational Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2040	CA Long-Haul Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2040	CVC (Commercial)	2026 IEPR Value	LD	Publicly available through public agency
2040	Drayage Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2040	GVWR 4-6 Delivery Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2040	GVWR 7-8 Delivery	2026 IEPR Value	MDHD	Publicly available through public agency

Calendar Year	Vehicle Use Case	Vehicle Miles Traveled	Duty	Availability
2040	GVWR3 Pickup	2026 IEPR Value	MDHD	Publicly available through public agency
2040	OOS Long-Haul Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2040	PVC (Personal)	2026 IEPR Value	LD	Publicly available through public agency
2040	School Bus	2026 IEPR Value	MDHD	Publicly available through public agency
2040	Short-Haul Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2040	Transit Bus	2026 IEPR Value	MDHD	Publicly available through public agency
2040	Vocational Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2041	CA Long-Haul Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2041	CVC (Commercial)	2026 IEPR Value	LD	Publicly available through public agency
2041	Drayage Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2041	GVWR 4-6 Delivery Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2041	GVWR 7-8 Delivery	2026 IEPR Value	MDHD	Publicly available through public agency
2041	GVWR3 Pickup	2026 IEPR Value	MDHD	Publicly available through public agency
2041	OOS Long-Haul Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2041	PVC (Personal)	2026 IEPR Value	LD	Publicly available through public agency
2041	School Bus	2026 IEPR Value	MDHD	Publicly available through public agency
2041	Short-Haul Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2041	Transit Bus	2026 IEPR Value	MDHD	Publicly available through public agency
2041	Vocational Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2042	CA Long-Haul Truck	2026 IEPR Value	MDHD	Publicly available through public agency

Calendar Year	Vehicle Use Case	Vehicle Miles Traveled	Duty	Availability
2042	CVC (Commercial)	2026 IEPR Value	LD	Publicly available through public agency
2042	Drayage Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2042	GVWR 4-6 Delivery Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2042	GVWR 7-8 Delivery	2026 IEPR Value	MDHD	Publicly available through public agency
2042	GVWR3 Pickup	2026 IEPR Value	MDHD	Publicly available through public agency
2042	OOS Long-Haul Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2042	PVC (Personal)	2026 IEPR Value	LD	Publicly available through public agency
2042	School Bus	2026 IEPR Value	MDHD	Publicly available through public agency
2042	Short-Haul Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2042	Transit Bus	2026 IEPR Value	MDHD	Publicly available through public agency
2042	Vocational Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2043	CA Long-Haul Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2043	CVC (Commercial)	2026 IEPR Value	LD	Publicly available through public agency
2043	Drayage Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2043	GVWR 4-6 Delivery Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2043	GVWR 7-8 Delivery	2026 IEPR Value	MDHD	Publicly available through public agency
2043	GVWR3 Pickup	2026 IEPR Value	MDHD	Publicly available through public agency
2043	OOS Long-Haul Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2043	PVC (Personal)	2026 IEPR Value	LD	Publicly available through public agency
2043	School Bus	2026 IEPR Value	MDHD	Publicly available through public agency

Calendar Year	Vehicle Use Case	Vehicle Miles Traveled	Duty	Availability
2043	Short-Haul Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2043	Transit Bus	2026 IEPR Value	MDHD	Publicly available through public agency
2043	Vocational Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2044	CA Long-Haul Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2044	CVC (Commercial)	2026 IEPR Value	LD	Publicly available through public agency
2044	Drayage Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2044	GVWR 4-6 Delivery Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2044	GVWR 7-8 Delivery	2026 IEPR Value	MDHD	Publicly available through public agency
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2044	OOS Long-Haul Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2044	PVC (Personal)	2026 IEPR Value	LD	Publicly available through public agency
2044	School Bus	2026 IEPR Value	MDHD	Publicly available through public agency
2044	Short-Haul Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2044	Transit Bus	2026 IEPR Value	MDHD	Publicly available through public agency
2044	Vocational Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2045	CA Long-Haul Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2045	CVC (Commercial)	2026 IEPR Value	LD	Publicly available through public agency
2045	Drayage Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2045	GVWR 4-6 Delivery Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2045	GVWR 7-8 Delivery	2026 IEPR Value	MDHD	Publicly available through public agency

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2045	GVWR3 Pickup	2026 IEPR Value	MDHD	Publicly available through public agency
2045	OOS Long-Haul Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2045	PVC (Personal)	2026 IEPR Value	LD	Publicly available through public agency
2045	School Bus	2026 IEPR Value	MDHD	Publicly available through public agency
2045	Short-Haul Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2045	Transit Bus	2026 IEPR Value	MDHD	Publicly available through public agency
2045	Vocational Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2046	CA Long-Haul Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2046	CVC (Commercial)	2026 IEPR Value	LD	Publicly available through public agency
2046	Drayage Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2046	GVWR 4-6 Delivery Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2046	GVWR 7-8 Delivery	2026 IEPR Value	MDHD	Publicly available through public agency
2046	GVWR3 Pickup	2026 IEPR Value	MDHD	Publicly available through public agency
2046	OOS Long-Haul Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2046	PVC (Personal)	2026 IEPR Value	LD	Publicly available through public agency
2046	School Bus	2026 IEPR Value	MDHD	Publicly available through public agency
2046	Short-Haul Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2046	Transit Bus	2026 IEPR Value	MDHD	Publicly available through public agency
2046	Vocational Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2047	CA Long-Haul Truck	2026 IEPR Value	MDHD	Publicly available through public agency

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2047	CVC (Commercial)	2026 IEPR Value	LD	Publicly available through public agency
2047	Drayage Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2047	GVWR 4-6 Delivery Truck	2026 IEPR Value	MDHD	Publicly available through public agency
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2047	OOS Long-Haul Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2047	PVC (Personal)	2026 IEPR Value	LD	Publicly available through public agency
2047	School Bus	2026 IEPR Value	MDHD	Publicly available through public agency
2047	Short-Haul Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2047	Transit Bus	2026 IEPR Value	MDHD	Publicly available through public agency
2047	Vocational Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2048	CA Long-Haul Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2048	CVC (Commercial)	2026 IEPR Value	LD	Publicly available through public agency
2048	Drayage Truck	2026 IEPR Value	MDHD	Publicly available through public agency
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2048	GVWR 7-8 Delivery	2026 IEPR Value	MDHD	Publicly available through public agency
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2048	OOS Long-Haul Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2048	PVC (Personal)	2026 IEPR Value	LD	Publicly available through public agency
2048	School Bus	2026 IEPR Value	MDHD	Publicly available through public agency

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2048	Short-Haul Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2048	Transit Bus	2026 IEPR Value	MDHD	Publicly available through public agency
2048	Vocational Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2049	CA Long-Haul Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2049	CVC (Commercial)	2026 IEPR Value	LD	Publicly available through public agency
2049	Drayage Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2049	GVWR 4-6 Delivery Truck	2026 IEPR Value	MDHD	Publicly available through public agency
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2049	PVC (Personal)	2026 IEPR Value	LD	Publicly available through public agency
2049	School Bus	2026 IEPR Value	MDHD	Publicly available through public agency
2049	Short-Haul Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2049	Transit Bus	2026 IEPR Value	MDHD	Publicly available through public agency
2049	Vocational Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2050	CA Long-Haul Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2050	CVC (Commercial)	2026 IEPR Value	LD	Publicly available through public agency
2050	Drayage Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2050	GVWR 4-6 Delivery Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2050	GVWR 7-8 Delivery	2026 IEPR Value	MDHD	Publicly available through public agency

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2050	GVWR3 Pickup	2026 IEPR Value	MDHD	Publicly available through public agency
2050	OOS Long-Haul Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2050	PVC (Personal)	2026 IEPR Value	LD	Publicly available through public agency
2050	School Bus	2026 IEPR Value	MDHD	Publicly available through public agency
2050	Short-Haul Truck	2026 IEPR Value	MDHD	Publicly available through public agency
2050	Transit Bus	2026 IEPR Value	MDHD	Publicly available through public agency
2050	Vocational Truck	2026 IEPR Value	MDHD	Publicly available through public agency

Driving Range

Sources: See table for sources

Highlighted cells reflect modifications from I&A previously issued in October 1, 2025 Ruling

Duty	Vehicle Use Case	2024 Driving Range (Miles)	2030 Driving Range (Miles)	Source*	Availability
LDV	PVC	250	350	https://afdc.energy.gov/vehicles/search https://www.4cleanair.org/wp-content/uploads/2023-electric-vehicle-outlook.pdf	Publicly available through public agency Publicly available through research agency
LDV	CVC	250	350		
MDV	GVWR 4-6 Delivery	200	200		
MDV	GVWR3 Pickup	200	200		
HDV	GVWR 7-8 Delivery	150	150		
HDV	Short-Haul Truck	150	150		
HDV	Vocational Truck	150	150		
HDV	CA Long Haul Truck	**500**	**500**		
HDV	OOS Long Haul Truck	300	300		
HDV	School Bus	120	120		
HDV	Transit Bus	200	200		
HDV	Drayage	**275**	**275**		

* 2024 values are from AFDC and 2030 values are from BNEF. The 2030 BNEF values were the latest identified through researching future driving ranges.

Trip Data

Source: See table for sources

Data Set	Source	Availability
LDV PVC trip data	NHTS	Publicly available through public agency
LDV CVC trip data	Geotab	Due to contractual obligations with commercial providers raw aggregate data inputs from those data sets cannot be made publicly available. These sources and data sets are the best available at the time of this research, and are subject to change.
MDHD trip data	Geotab	Due to contractual obligations with commercial providers raw aggregate data inputs from those data sets cannot be made publicly available. These sources and data sets are the best available at the time of this research, and are subject to change.

Public vs Private Charging

Source: See table for sources

Vehicle Duty	Vehicle Use Case	Charging Use Case	Vehicle owner	Charger Ownership	Charging Allocation - 2024	Charging Allocation - 2045	Source	Availability
LDV	PC (Personal Car)	LDV Depot	CVC (Commercial)	Private	97%	97%	Geotab	Due to contractual obligations with commercial providers raw aggregate data inputs from those data sets cannot be made publicly available. These sources and data sets are the best available at the time of this research, and are subject to change.

Notes: This assumes that one-way trips > 40% of a vehicle's range will require public charging.

Vehicle Duty	Vehicle Use Case	Charging Use Case	Vehicle owner	Charger Ownership	Charging Allocation - 2024	Charging Allocation - 2045	Source	Availability
LDV	PC (Personal Car)	Intercity	CVC (Commercial)	Public	3%	3%	Geotab	Due to contractual obligations with commercial providers raw aggregate data inputs from those data sets cannot be made publicly available. These sources and data sets are the best available at the time of this research, and are subject to change.

Notes: This assumes that one-way trips > 40% of a vehicle's range will require public charging.

Vehicle Duty	Vehicle Use Case	Charging Use Case	Vehicle owner	Charger Ownership	Charging Allocation - 2024	Charging Allocation - 2045	Source	Availability
LDV	LT (Light Truck)	LDV Depot	CVC (Commercial)	Private	97%	97%	Geotab	Due to contractual obligations with commercial providers raw aggregate data inputs from those data sets cannot be made publicly available. These sources and data sets are the best available at the time of this research, and are subject to change.

Notes: This assumes that one-way trips > 40% of a vehicle's range will require public charging.

Vehicle Duty	Vehicle Use Case	Charging Use Case	Vehicle owner	Charger Ownership	Charging Allocation - 2024	Charging Allocation - 2045	Source	Availability
LDV	LT (Light Truck)	Intercity	CVC (Commercial)	Public	3%	3%	Geotab	Due to contractual obligations with commercial providers raw aggregate data inputs from those data sets cannot be made publicly available. These sources and data sets are the best available at the time of this research, and are subject to change.

Notes: This assumes that one-way trips > 40% of a vehicle's range will require public charging.

Vehicle Duty	Vehicle Use Case	Charging Use Case	Vehicle owner	Charger Ownership	Charging Allocation - 2024	Charging Allocation - 2045	Source	Availability
LDV	LT (Light Truck)	Home/Work/ Public	PVC (Personal)	Private	99%	96%	Evi Pro Lite (nrel.gov) 2024 value assumed 100% access to home charging 2045 results assumed 50% access to home charging	Publicly available through commercial entity
LDV	LT (Light Truck)	Intercity	PVC (Personal)	Public	1%	4%	Evi Pro Lite (nrel.gov) 2024 value assumed 100% access to home charging 2045 results assumed 50% access to home charging	Publicly available through commercial entity

Vehicle Duty	Vehicle Use Case	Charging Use Case	Vehicle owner	Charger Ownership	Charging Allocation - 2024	Charging Allocation - 2045	Source	Availability
LDV	PC (Personal Car)	Home/Work/ Public	PVC (Personal)	Private	99%	96%	Evi Pro Lite (nrel.gov) 2024 value assumed 100% access to home charging 2045 results assumed 50% access to home charging	Publicly available through commercial entity
LDV	PC (Personal Car)	Intercity	PVC (Personal)	Public	1%	4%	Evi Pro Lite (nrel.gov) 2024 value assumed 100% access to home charging 2045 results assumed 50% access to home charging	Publicly available through commercial entity

Vehicle Duty	Vehicle Use Case	Charging Use Case	Vehicle owner	Charger Ownership	Charging Allocation - 2024	Charging Allocation - 2045	Source	Availability
HDV	GVWR 7-8 Delivery	Delivery Truck Depot	Fleet	Private	90%	90%	Geotab	Due to contractual obligations with commercial providers raw aggregate data inputs from those data sets cannot be made publicly available. These sources and data sets are the best available at the time of this research, and are subject to change.

Notes: This assumes that one-way trips > 40% of a vehicle's range will require public charging. Averaged hub and spoke, local, and door-to-door values from Geotab.

Vehicle Duty	Vehicle Use Case	Charging Use Case	Vehicle owner	Charger Ownership	Charging Allocation - 2024	Charging Allocation - 2045	Source	Availability
HDV	GVWR 7-8 Delivery	Hub	Fleet	Public	10%	10%	Geotab	Due to contractual obligations with commercial providers raw aggregate data inputs from those data sets cannot be made publicly available. These sources and data sets are the best available at the time of this research, and are subject to change.

Notes: This assumes that one-way trips > 40% of a vehicle's range will require public charging. Averaged hub and spoke, local, and door-to-door values from Geotab.

Vehicle Duty	Vehicle Use Case	Charging Use Case	Vehicle owner	Charger Ownership	Charging Allocation - 2024	Charging Allocation - 2045	Source	Availability
HDV	GVWR 7-8 Delivery	Hub	Individual	Public	100%	100%	Geotab	Due to contractual obligations with commercial providers raw aggregate data inputs from those data sets cannot be made publicly available. These sources and data sets are the best available at the time of this research, and are subject to change.

Notes: This assumes that one-way trips > 40% of a vehicle's range will require public charging. Averaged hub and spoke, local, and door-to-door values from Geotab.

Vehicle Duty	Vehicle Use Case	Charging Use Case	Vehicle owner	Charger Ownership	Charging Allocation - 2024	Charging Allocation - 2045	Source	Availability
MDV	GVWR 4-6 Delivery	Delivery Truck Depot	Fleet	Private	96%	96%	Geotab	Due to contractual obligations with commercial providers raw aggregate data inputs from those data sets cannot be made publicly available. These sources and data sets are the best available at the time of this research, and are subject to change.

Notes: This assumes that one-way trips > 40% of a vehicle's range will require public charging. Averaged hub and spoke, local, and door-to-door values from Geotab.

Vehicle Duty	Vehicle Use Case	Charging Use Case	Vehicle owner	Charger Ownership	Charging Allocation - 2024	Charging Allocation - 2045	Source	Availability
MDV	GVWR 4-6 Delivery	Hub	Fleet	Public	4%	4%	Geotab	Due to contractual obligations with commercial providers raw aggregate data inputs from those data sets cannot be made publicly available. These sources and data sets are the best available at the time of this research, and are subject to change.

Notes: This assumes that one-way trips > 40% of a vehicle's range will require public charging. Averaged hub and spoke, local, and door-to-door values from Geotab.

Vehicle Duty	Vehicle Use Case	Charging Use Case	Vehicle owner	Charger Ownership	Charging Allocation - 2024	Charging Allocation - 2045	Source	Availability
MDV	GVWR 4-6 Delivery	Hub	Individual	Public	100%	100%	Geotab	Due to contractual obligations with commercial providers raw aggregate data inputs from those data sets cannot be made publicly available. These sources and data sets are the best available at the time of this research, and are subject to change.

Notes: This assumes that one-way trips > 40% of a vehicle's range will require public charging. Averaged hub and spoke, local, and door-to-door values from Geotab.

Vehicle Duty	Vehicle Use Case	Charging Use Case	Vehicle owner	Charger Ownership	Charging Allocation - 2024	Charging Allocation - 2045	Source	Availability
MDV	GVWR 3 Pickup	Delivery Truck Depot	Fleet	Private	96%	96%	Geotab	Due to contractual obligations with commercial providers raw aggregate data inputs from those data sets cannot be made publicly available. These sources and data sets are the best available at the time of this research, and are subject to change.

Notes: This assumes that one-way trips > 40% of a vehicle's range will require public charging. Averaged hub and spoke, local, and door-to-door values from Geotab.

Vehicle Duty	Vehicle Use Case	Charging Use Case	Vehicle owner	Charger Ownership	Charging Allocation - 2024	Charging Allocation - 2045	Source	Availability
MDV	GVWR 3 Pickup	Hub	Fleet	Public	4%	4%	Geotab	Due to contractual obligations with commercial providers raw aggregate data inputs from those data sets cannot be made publicly available. These sources and data sets are the best available at the time of this research, and are subject to change.

Notes: This assumes that one-way trips > 40% of a vehicle's range will require public charging. Averaged hub and spoke, local, and door-to-door values from Geotab.

Vehicle Duty	Vehicle Use Case	Charging Use Case	Vehicle owner	Charger Ownership	Charging Allocation - 2024	Charging Allocation - 2045	Source	Availability
MDV	GVWR 3 Pickup	Hub	Individual	Public	100%	100%	Geotab	Due to contractual obligations with commercial providers raw aggregate data inputs from those data sets cannot be made publicly available. These sources and data sets are the best available at the time of this research, and are subject to change.

Notes: This assumes that one-way trips > 40% of a vehicle's range will require public charging. Averaged hub and spoke, local, and door-to-door values from Geotab.

Vehicle Duty	Vehicle Use Case	Charging Use Case	Vehicle owner	Charger Ownership	Charging Allocation - 2024	Charging Allocation - 2045	Source	Availability
HDV	Drayage	Port Depot	Fleet	Private	50%	50%	https://ops.fhwa.dot.gov/freight/freight_analysis/faf/	Publicly available through public agency
HDV	Drayage	Hub	Fleet	Public	50%	50%	https://ops.fhwa.dot.gov/freight/freight_analysis/faf/	Publicly available through public agency
HDV	Drayage	Hub	Individual	Public	100%	100%	https://ops.fhwa.dot.gov/freight/freight_analysis/faf/	Publicly available through public agency
HDV	CA Long Haul Truck	Highway Corridor	Fleet	Public	71%	71%	https://ops.fhwa.dot.gov/freight/freight_analysis/faf/	Publicly available through public agency
HDV	CA Long Haul Truck	Long-Haul Depot	Fleet	Private	29%	29%	https://ops.fhwa.dot.gov/freight/freight_analysis/faf/	Publicly available through public agency
HDV	CA Long Haul Truck	Highway Corridor	Individual	Public	100%	100%	https://ops.fhwa.dot.gov/freight/freight_analysis/faf/	Publicly available through public agency
HDV	OOS Long-Haul Truck	Highway Corridor	Fleet	Public	100%	100%	https://ops.fhwa.dot.gov/freight/freight_analysis/faf/	Publicly available through public agency

Vehicle Duty	Vehicle Use Case	Charging Use Case	Vehicle owner	Charger Ownership	Charging Allocation - 2024	Charging Allocation - 2045	Source	Availability
HDV	OOS Long-Haul Truck	Long-Haul Depot	Fleet	Private	0%	0%	https://ops.fhwa.dot.gov/freight/freight_analysis/faf/	Publicly available through public agency
HDV	OOS Long-Haul Truck	Highway Corridor	Individual	Public	100%	100%	https://ops.fhwa.dot.gov/freight/freight_analysis/faf/	Publicly available through public agency
HDV	School Bus	School Depot	Fleet	Private	96%	96%	Geotab	Due to contractual obligations with commercial providers raw aggregate data inputs from those data sets cannot be made publicly available. These sources and data sets are the best available at the time of this research, and are subject to change.

Notes: This assumes that one-way trips > 40% of a vehicle's range will require public charging. Used Bus vocation in Geotab for School Bus vehicle use case.

Vehicle Duty	Vehicle Use Case	Charging Use Case	Vehicle owner	Charger Ownership	Charging Allocation - 2024	Charging Allocation - 2045	Source	Availability
HDV	School Bus	Hub	Fleet	Public	4%	4%	Geotab	Due to contractual obligations with commercial providers raw aggregate data inputs from those data sets cannot be made publicly available. These sources and data sets are the best available at the time of this research, and are subject to change.

Notes: This assumes that one-way trips > 40% of a vehicle's range will require public charging. Used Bus vocation in Geotab for School Bus vehicle use case.

Vehicle Duty	Vehicle Use Case	Charging Use Case	Vehicle owner	Charger Ownership	Charging Allocation - 2024	Charging Allocation - 2045	Source	Availability
HDV	Short-Haul Truck	HDV Depot	Fleet	Private	89%	89%	https://ops.fhwa.dot.gov/freight/freight_analysis/faf/	Publicly available through public agency
HDV	Short-Haul Truck	Hub	Fleet	Public	11%	11%	https://ops.fhwa.dot.gov/freight/freight_analysis/faf/	Publicly available through public agency
HDV	Transit Bus	Transit Bus Depot	Fleet	Private	83%	83%	https://www.sfmta.com/sites/default/files/reports-and-documents/2021/06/sfmta_zeb_task_2_facility_needs_final_report_2.pdf	Publicly available through public agency
HDV	Transit Bus	Hub	Fleet	Public	17%	17%	https://www.sfmta.com/sites/default/files/reports-and-documents/2021/06/sfmta_zeb_task_2_facility_needs_final_report_2.pdf	Publicly available through public agency

Vehicle Duty	Vehicle Use Case	Charging Use Case	Vehicle owner	Charger Ownership	Charging Allocation - 2024	Charging Allocation - 2045	Source	Availability
HDV	Vocational	HDV depot	Fleet	Private	95%	95%	Geotab	Due to contractual obligations with commercial providers raw aggregate data inputs from those data sets cannot be made publicly available. These sources and data sets are the best available at the time of this research, and are subject to change.

Notes: This assumes that one-way trips > 40% of a vehicle's range will require public charging. Used Hub and Spoke vocation in Geotab.

Vehicle Duty	Vehicle Use Case	Charging Use Case	Vehicle owner	Charger Ownership	Charging Allocation - 2024	Charging Allocation - 2045	Source	Availability
HDV	Vocational	Hub	Fleet	Public	5%	5%	Geotab	Due to contractual obligations with commercial providers raw aggregate data inputs from those data sets cannot be made publicly available. These sources and data sets are the best available at the time of this research, and are subject to change.

Notes: This assumes that one-way trips > 40% of a vehicle's range will require public charging. Used Hub and Spoke vocation in Geotab.

Vehicle Duty	Vehicle Use Case	Charging Use Case	Vehicle owner	Charger Ownership	Charging Allocation - 2024	Charging Allocation - 2045	Source	Availability
HDV	Vocational	Hub	Individual	Public	100%	100%	Geotab	Due to contractual obligations with commercial providers raw aggregate data inputs from those data sets cannot be made publicly available. These sources and data sets are the best available at the time of this research, and are subject to change.

Notes: This assumes that one-way trips > 40% of a vehicle's range will require public charging. Used Hub and Spoke vocation in Geotab.

Load Shapes

Source: CEC and NREL

Year	TAC	Month	Weekday or Weekend	Hour End	Source	Load Shape 1	Load Shape 2	Load Shape 3

To be populated with 2026 IEPR values when published

State of Charge

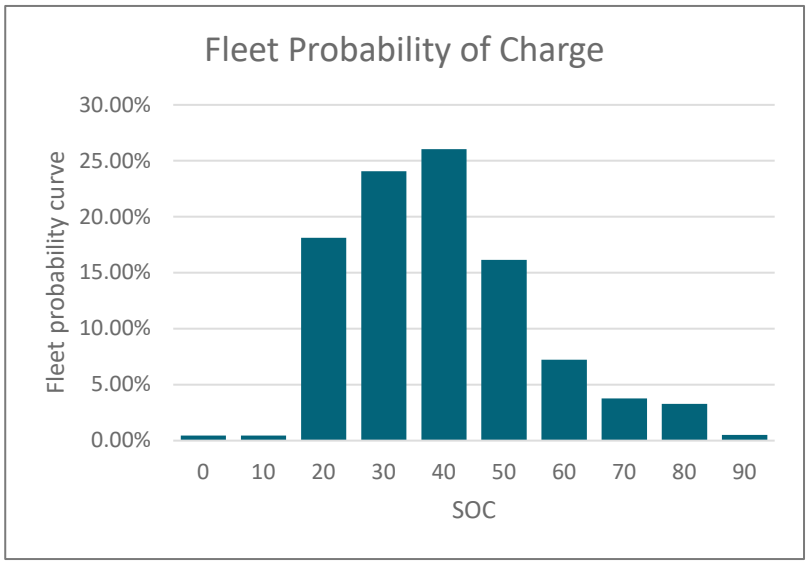
Source: see table for sources

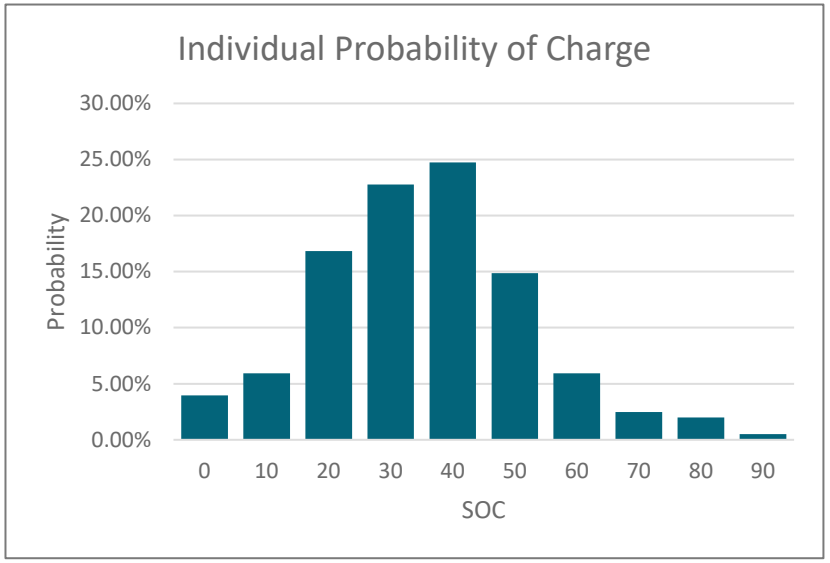
Starting SOC	Density	Individual Probability	Source	Fleet Probability	Source
0	0.004	3.96%	Modeling Charging Behavior of Battery Electric Vehicle Drivers: A Cumulative Prospect Theory Based Approach	0.45%	Guidehouse deduced probability of charge for commercially owned vehicles by modifying the individually owned probability distribution to fit the constraints identified in the North American Council for Freight Efficiency (NACFE) study.**
10	0.006	5.94%		0.45%	
20	0.017	16.83%		18.12%	
30	0.023	22.77%		24.06%	
40	0.025	24.75%		26.04%	
50	0.016	14.85%		16.14%	
60	0.006	5.94%		7.23%	
70	0.0025	2.48%		3.76%	
80	0.002	1.98%		3.27%	
90	0.0005	0.50%		0.50%	

Density available in 'Modeling Charging Behavior of Battery Electric Vehicle Drivers: A Cumulative Prospect Theory Based Approach'

Fleet curve constraints for 0-10%	Probability shift from Individual	Sum of total shifted probability	Added probability for 20-80 starting SOC
0.45%	3.51%	9.00%	1.29%
0.45%	5.49%		

<< 9.00% coming from 0-10% SOC needs to be redistributed from individual to fleets vehicles for SOC 20-80 to align with the NACFE study finding that commercial vehicle charge <1%





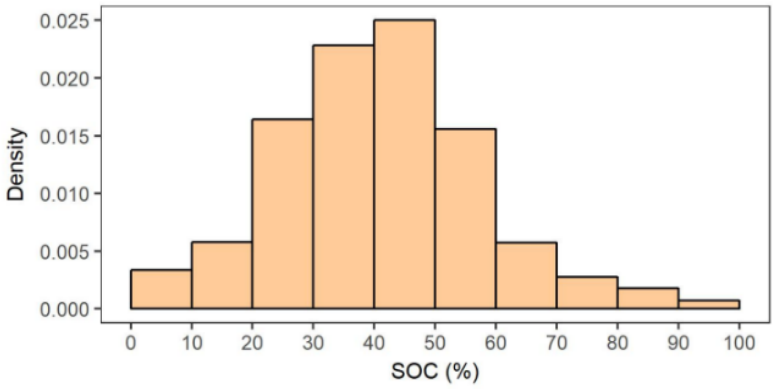


Figure 5. Distribution of battery SOC at the start of charging events.

Owner	Assumption Item	Value	Source	Data Availability
Fleet	Average state of charge (SOC) at start of public charging session	35%	UC Davis: Figure 38, 'Advanced Plug-in Electric Vehicle Travel and Charging Behavior Final Report'	Publicly available through public agency

Justification: Provides California-based evidence for state of charge associated with actual public charging behavior

Fleet	**Probability of charging below 20% SOC	< 1%	North American Council For Freight Efficiency, 'ELECTRIC TRUCKS Have Arrived: Documenting A Real-World Electric Trucking Demonstration'	Publicly available through research agency

Justification: Provides reference for state of charge associated with truck trips based on real-world trucking demonstrations

Owner	Assumption Item	Value	Source	Data Availability
Fleet	**Probability of charging above 90% SOC	< 1%	North American Council For Freight Efficiency, 'ELECTRIC TRUCKS Have Arrived: Documenting A Real-World Electric Trucking Demonstration'	Publicly available through research agency

Justification: Provides reference for state of charge associated with truck trips based on real-world trucking demonstrations

Individual	Probability Density for SOC *(figure provided right)*	*See Table Above with Guidehouse derived Probabilities*	Modeling Charging Behavior of Battery Electric Vehicle Drivers: A Cumulative Prospect Theory Based Approach	Publicly available

Justification: Provides reference for state of charge associated with individually owned vehicles based on real data from the EV Project conducted in the study

Tract Drayage Operations

Source: https://www.census.gov/data/developers/data-sets/cbp-zbp/zbp-api.html

Census Tract	NAICS Code	Description	Data Availability
06001401600	483	Water Transportation	Publicly available through public agency
06001401600	4831	Deep Sea, Coastal, and Great Lakes Water Transportation	Publicly available through public agency
06001401600	48311	Deep Sea, Coastal, and Great Lakes Water Transportation	Publicly available through public agency
06001401600	483111	Deep Sea Freight Transportation	Publicly available through public agency
06001401700	483	Water Transportation	Publicly available through public agency
06001401700	4831	Deep Sea, Coastal, and Great Lakes Water Transportation	Publicly available through public agency
06001401700	48311	Deep Sea, Coastal, and Great Lakes Water Transportation	Publicly available through public agency
06001401700	483111	Deep Sea Freight Transportation	Publicly available through public agency
06001401800	483	Water Transportation	Publicly available through public agency
06001401800	4831	Deep Sea, Coastal, and Great Lakes Water Transportation	Publicly available through public agency
06001401800	48311	Deep Sea, Coastal, and Great Lakes Water Transportation	Publicly available through public agency
06001402200	483	Water Transportation	Publicly available through public agency
06001402200	4831	Deep Sea, Coastal, and Great Lakes Water Transportation	Publicly available through public agency
06001402200	48311	Deep Sea, Coastal, and Great Lakes Water Transportation	Publicly available through public agency
06001402400	483	Water Transportation	Publicly available through public agency

Census Tract	NAICS Code	Description	Data Availability
06001402400	4831	Deep Sea, Coastal, and Great Lakes Water Transportation	Publicly available through public agency
06001402400	48311	Deep Sea, Coastal, and Great Lakes Water Transportation	Publicly available through public agency
06001402500	483	Water Transportation	Publicly available through public agency
06001402500	4831	Deep Sea, Coastal, and Great Lakes Water Transportation	Publicly available through public agency
06001402500	48311	Deep Sea, Coastal, and Great Lakes Water Transportation	Publicly available through public agency
06001402600	483	Water Transportation	Publicly available through public agency
06001402600	4831	Deep Sea, Coastal, and Great Lakes Water Transportation	Publicly available through public agency
06001402600	48311	Deep Sea, Coastal, and Great Lakes Water Transportation	Publicly available through public agency
06001403000	483	Water Transportation	Publicly available through public agency
06001403000	4831	Deep Sea, Coastal, and Great Lakes Water Transportation	Publicly available through public agency
06001403000	48311	Deep Sea, Coastal, and Great Lakes Water Transportation	Publicly available through public agency
06001403000	483111	Deep Sea Freight Transportation	Publicly available through public agency
06001403100	483	Water Transportation	Publicly available through public agency
06001403100	4831	Deep Sea, Coastal, and Great Lakes Water Transportation	Publicly available through public agency
06001403100	48311	Deep Sea, Coastal, and Great Lakes Water Transportation	Publicly available through public agency
06001403100	483111	Deep Sea Freight Transportation	Publicly available through public agency

Census Tract	NAICS Code	Description	Data Availability
06001403300	483	Water Transportation	Publicly available through public agency
06001403300	4831	Deep Sea, Coastal, and Great Lakes Water Transportation	Publicly available through public agency
06001403300	48311	Deep Sea, Coastal, and Great Lakes Water Transportation	Publicly available through public agency
06001403300	483111	Deep Sea Freight Transportation	Publicly available through public agency
06001410500	483	Water Transportation	Publicly available through public agency
06001410500	4831	Deep Sea, Coastal, and Great Lakes Water Transportation	Publicly available through public agency
06001410500	48311	Deep Sea, Coastal, and Great Lakes Water Transportation	Publicly available through public agency
06001981900	483	Water Transportation	Publicly available through public agency
06001981900	4831	Deep Sea, Coastal, and Great Lakes Water Transportation	Publicly available through public agency
06001981900	48311	Deep Sea, Coastal, and Great Lakes Water Transportation	Publicly available through public agency
06001982000	483	Water Transportation	Publicly available through public agency
06001982000	4831	Deep Sea, Coastal, and Great Lakes Water Transportation	Publicly available through public agency
06001982000	48311	Deep Sea, Coastal, and Great Lakes Water Transportation	Publicly available through public agency
06001983200	483	Water Transportation	Publicly available through public agency
06001983200	4831	Deep Sea, Coastal, and Great Lakes Water Transportation	Publicly available through public agency
06001983200	48311	Deep Sea, Coastal, and Great Lakes Water Transportation	Publicly available through public agency

Census Tract	NAICS Code	Description	Data Availability
06001983200	483111	Deep Sea Freight Transportation	Publicly available through public agency
06037295103	483	Water Transportation	Publicly available through public agency
06037295103	48832	Marine Cargo Handling	Publicly available through public agency
06037295103	488320	Marine Cargo Handling	Publicly available through public agency
06037296210	483	Water Transportation	Publicly available through public agency
06037296220	483	Water Transportation	Publicly available through public agency
06037296220	48832	Marine Cargo Handling	Publicly available through public agency
06037296220	488320	Marine Cargo Handling	Publicly available through public agency
06037296300	483	Water Transportation	Publicly available through public agency
06037296300	48832	Marine Cargo Handling	Publicly available through public agency
06037296300	488320	Marine Cargo Handling	Publicly available through public agency
06037296500	483	Water Transportation	Publicly available through public agency
06037296600	483	Water Transportation	Publicly available through public agency
06037296600	48832	Marine Cargo Handling	Publicly available through public agency
06037296600	488320	Marine Cargo Handling	Publicly available through public agency
06037296901	483	Water Transportation	Publicly available through public agency

Census Tract	NAICS Code	Description	Data Availability
06037296902	483	Water Transportation	Publicly available through public agency
06037297110	483	Water Transportation	Publicly available through public agency
06037297110	48832	Marine Cargo Handling	Publicly available through public agency
06037297110	488320	Marine Cargo Handling	Publicly available through public agency
06037297120	483	Water Transportation	Publicly available through public agency
06037297201	483	Water Transportation	Publicly available through public agency
06037297202	483	Water Transportation	Publicly available through public agency
06037297500	483	Water Transportation	Publicly available through public agency
06037297601	483	Water Transportation	Publicly available through public agency
06037609900	483	Water Transportation	Publicly available through public agency
06037980031	483	Water Transportation	Publicly available through public agency
06037980031	48832	Marine Cargo Handling	Publicly available through public agency
06037980031	488320	Marine Cargo Handling	Publicly available through public agency
06075012402	483	Water Transportation	Publicly available through public agency
06075012402	4831	Deep Sea, Coastal, and Great Lakes Water Transportation	Publicly available through public agency
06075012402	48311	Deep Sea, Coastal, and Great Lakes Water Transportation	Publicly available through public agency

Census Tract	NAICS Code	Description	Data Availability
06075012402	483113	Coastal and Great Lakes Freight Transportation	Publicly available through public agency
06075017601	483	Water Transportation	Publicly available through public agency
06075017601	4831	Deep Sea, Coastal, and Great Lakes Water Transportation	Publicly available through public agency
06075017601	48311	Deep Sea, Coastal, and Great Lakes Water Transportation	Publicly available through public agency
06075017601	483113	Coastal and Great Lakes Freight Transportation	Publicly available through public agency
06075017700	483	Water Transportation	Publicly available through public agency
06075017700	4831	Deep Sea, Coastal, and Great Lakes Water Transportation	Publicly available through public agency
06075017700	48311	Deep Sea, Coastal, and Great Lakes Water Transportation	Publicly available through public agency
06075017700	483113	Coastal and Great Lakes Freight Transportation	Publicly available through public agency
06075017801	483	Water Transportation	Publicly available through public agency
06075017801	4831	Deep Sea, Coastal, and Great Lakes Water Transportation	Publicly available through public agency
06075017801	48311	Deep Sea, Coastal, and Great Lakes Water Transportation	Publicly available through public agency
06075017801	483113	Coastal and Great Lakes Freight Transportation	Publicly available through public agency
06075017802	483	Water Transportation	Publicly available through public agency
06075017802	4831	Deep Sea, Coastal, and Great Lakes Water Transportation	Publicly available through public agency
06075017802	48311	Deep Sea, Coastal, and Great Lakes Water Transportation	Publicly available through public agency

Census Tract	NAICS Code	Description	Data Availability
06075017802	483113	Coastal and Great Lakes Freight Transportation	Publicly available through public agency
06075018000	483	Water Transportation	Publicly available through public agency
06075018000	4831	Deep Sea, Coastal, and Great Lakes Water Transportation	Publicly available through public agency
06075018000	48311	Deep Sea, Coastal, and Great Lakes Water Transportation	Publicly available through public agency
06075018000	483113	Coastal and Great Lakes Freight Transportation	Publicly available through public agency
06075020100	483	Water Transportation	Publicly available through public agency
06075020100	4831	Deep Sea, Coastal, and Great Lakes Water Transportation	Publicly available through public agency
06075020100	48311	Deep Sea, Coastal, and Great Lakes Water Transportation	Publicly available through public agency
06075020100	483113	Coastal and Great Lakes Freight Transportation	Publicly available through public agency
06075020200	483	Water Transportation	Publicly available through public agency
06075020200	4831	Deep Sea, Coastal, and Great Lakes Water Transportation	Publicly available through public agency
06075020200	48311	Deep Sea, Coastal, and Great Lakes Water Transportation	Publicly available through public agency
06075020200	483113	Coastal and Great Lakes Freight Transportation	Publicly available through public agency
06075060700	483	Water Transportation	Publicly available through public agency
06075060700	4831	Deep Sea, Coastal, and Great Lakes Water Transportation	Publicly available through public agency
06075060700	48311	Deep Sea, Coastal, and Great Lakes Water Transportation	Publicly available through public agency

Census Tract	NAICS Code	Description	Data Availability
06075060700	483113	Coastal and Great Lakes Freight Transportation	Publicly available through public agency
06075061500	483	Water Transportation	Publicly available through public agency
06075061500	4831	Deep Sea, Coastal, and Great Lakes Water Transportation	Publicly available through public agency
06075061500	48311	Deep Sea, Coastal, and Great Lakes Water Transportation	Publicly available through public agency
06075061500	483113	Coastal and Great Lakes Freight Transportation	Publicly available through public agency

Justification: (for all rows) Provides better accuracy for drayage operations than registration data.

Geospatial Layers

Source: See table for sources

Highlighted cells reflect modifications from I&A previously issued in October 1, 2025 Ruling

Input Category	Input	Source	Data Availability
Geospatial layers	California counties	Census Tiger Lines	Publicly available through public agency

Justification: This is a commonly used geographic information system (GIS) shapefile for county borders.
Limitations: No known limitations for county boundary files. Technical documentation of these files is available through the U.S. Census.
Research Recommendation: N/A

Geospatial layers	Freight Analysis Framework (FAF) 5 Model Highway Network	FHWA	Publicly available through public agency

Justification: The FAF 5 highway network provides a comprehensive picture of the corridors along which traffic moves by all modes of transportation.
Limitations: FAF 5 uses vehicle weight (million ton-miles) as a proxy for VMT. This may lead to false precision for long haul truck VMT. For example, the ton-miles for a fully loaded truck would be different from the ton-miles of an empty truck along the same route, even though the VMTs should be equal.
Research Recommendation: N/A

Input Category	Input	Source	Data Availability
Geospatial layers	LD AADT (Average Annual Daily Traffic)	Caltrans	Publicly available through public agency

Justification: This is a commonly used geographic information system (GIS) shapefile for county borders.
Limitations: This data set includes all duties and is not limited to LD. However, since the vast majority of vehicles on the road are LD, it provides a good indication of LD traffic volumes.
Research Recommendation: N/A

Geospatial layers	IOU/POU service areas	CEC	Publicly available through public agency

Justification: Up-to-date GIS shapefiles for IOU and POU service areas required to indicate territory lines.
Limitations: Distribution service territories are typically drawn as an approximating representation of the customers and customer meters served by the utility. These can change over time and may not encompass all the physical assets of the IOU or POU.
Research Recommendation: N/A

Input Category	Input	Source	Data Availability
Geospatial layers	Disadvantaged Community	California Office of Environmental Health	Publicly available through public agency

Justification: This geospatial data for disadvantaged communities is provided by California's Office of Environmental Health Hazard Assessment's (OEHAA). Disadvantaged communities are identified in the data using CalEPA's designation of disadvantaged communties for the purposes of SB 545, which is based on CalEnviroScreen's scoring.
Limitations: Disadvantaged Communities' boundaries may shift over time, and these DAC shapefiles may not reflect current conditions.
Research Recommendation: N/A

Input Category	Input	Source	Data Availability
Geospatial layers	CalEnviroScreen 4.0 Top Quartiles	California Office of Environmental Health	Publicly available through public agency

Justification: CalEnviroScreen is a state resource used to identify regions with high localized air pollution impacts using a methodology consistent with California Environmental Protection Agency (CalEPA). The latest version of CalEnviroScreen, CalEnviroScreen 4.0, is used in generating this geospatial layer.
Limitations: Boundaries of regions with high localized air pollution may shift over time, and this shapefile may not reflect current conditions.
Research Recommendation: N/A

Input Category	Input	Source	Data Availability
Geospatial layers	AB 1550 Low Income Designation	California Climate Investments Priority Populations 4.0	Publicly available through public agency

Justification: This geospatial data for low income designation is provided by California Climate Investments and is consistent with CalEPA's designation of disadvantaged communties for the purposes of SB 545, CalEnviroScreen 4.0 and the California Department of Housing and Community Department's Revised 2021 State Income Limits.
Limitations: Boundaries of regions with low income designation may shift over time, and this shapefile may not reflect current conditions.
Research Recommendation: N/A

Input Category	Input	Source	Data Availability
Geospatial layers	PM2.5 and Ozone NAA	EPA	Publicly available through public agency

Justification: The EPA maintains PM 2.5 and Ozone NAA GIS shapefiles.
Limitations: Non-Attainment Areas may shift over time, and these NAA shapefiles may not reflect current conditions.
Research Recommendation: N/A

Geospatial layers	Land Use / Zoning	Existing SANDAG Land Use	Publicly available through public agency

Justification: This geospatial data is provided by San Diego Association of Governments (SANDAG) developed through an annual land use and housing unit inventory. The data serves as the base year inputs to SANDAG's Regional Demographic, Economic and Land Use models.
Limitations: Land use and zoning information may shift over time, with SANDAG updating this geospatial file annually in accordance with their annual land use and housing unity inventory.
This geospatial data does not include land use and zoning information outside of SANDAG's jurisdiction
Research Recommendation: N/A

Input Category	Input	Source	Data Availability
Geospatial layers	Land Use / Zoning	Additional Land Use layers to be identified for PGE	Publicly available through public agency

Justification: PG&E shall be required to file a Tier 1 Advice Letter proposing a land use / zoning layer that can be used for their territory.
Limitations: Land use and zoning information may shift over time.
Research Recommendation: N/A

Geospatial layers	Land Use / Zoning	Additional Land Use layers to be identified for SCE	Publicly available through public agency

Justification: SCE shall be required to file a Tier 1 Advice Letter proposing a land use / zoning layer that can be used for their territory.
Limitations: Land use and zoning information may shift over time.
Research Recommendation: N/A

Input Category	Input	Source	Data Availability
Geospatial layers	Planned and Existing Public Infrastructure	AFDC (https://afdc.energy.gov/stations#/find/nearest); SB 643, SB 671	Publicly available through public agency

Justification: Understanding current and pending charging infrastructure identifies current nodes in the charging network and where there may be gaps for optimal charging locations.
AFDC keeps updated BEV infrastructure data sets.
Limitations: Planned and existing public infrastructure that are submitted to ADFC may not include all publicly available charging stations. Port status and reliability is not included.
Research Recommendation: N/A

Input Category	Input	Source	Data Availability
Geospatial layers	Truck Stops	https://www.findfuelstops.com/	Publicly available through commercial entity

Justification: Understanding current and pending charging infrastructure identifies current nodes in the charging network and where there may be gaps for optimal charging locations.
AFDC keeps updated BEV infrastructure data sets.
Limitations: Planned and existing public infrastructure that are submitted to ADFC may not include all publicly available charging stations. Port status and reliability is not included.
Research Recommendation: N/A

Geospatial layers	Rest Stops	https://gisdata-caltrans.opendata.arcgis.com/datasets/82e6f835427a4035a354ba1df47f603b/explore?location=35.691954%2C-120.372552%2C9.98	Publicly available through public agency

Justification: Rest stops provide an indication of where public charging for long-distance trips might occur.
Limitations: While rest stops currently provide refueling ICEVs, it is unclear to what extent they would be used for recharging BEVs, and especially MDHD BEVs.
Research Recommendation: N/A

Input Category	Input	Source	Data Availability
Geospatial layers	Fleet Depots	RigDig by Fusable	Due to contractual obligations with commercial providers raw aggregate data inputs from those data sets cannot be made publicly available. These sources and data sets are the best available at the time of this research, and are subject to change.

Justification: Improved accuracy in fleet domicile location offers better precision in determining where public charging infrastructure should be located to facilitate fleet routes

Limitations: Fleet depot data is historically sparce and can sometimes report an office location rather than the depot serving the vehicle. While accurate fleet depot data would improve the precision of related depot and public charging, this enhancement is limited by data quality. In previous investigations, fleet depot data required validation with substantial manual web searches and satellite image analysis.

The data source proposed by this report has relatively robust MDHD fleet depot data, but LD fleet depot data is much more limited. Though there are several commercially available data sets that can be used to determine MDHD fleet depot locations, there currently are no known comprehensive data sets for LD depot locations.

Research Recommendation: Manually validate large depot locations through web searches and Google Map image analysis.

(END Appendix D)