SB 233, introduced by Senator Nancy Skinner (D-Berkeley) and sponsored by The Climate Center, aims to unlock the potential for California's millions of electric vehicles to power homes during outages, lower energy bills for Californians, and make the whole electricity grid more reliable. The bill requires most new zero-emission vehicles and electric vehicle supply equipment sold in California to have bidirectional charging capability by 2027.

Bidirectional charging makes it possible for electric vehicles to become "batteries on wheels" — capable of using the energy stored in their batteries to back up the power grid, homes, and businesses.

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STATEMENTS OF SUPPORT FOR SB 233

"There are plenty of good reasons to rely on EVs for more than transportation," said **Senator Nancy Skinner, author of SB 233.** "SB 233 will ensure that new EVs are equipped with bidirectional charging so that EV batteries have the ability to power homes or other facilities when electricity demand is at its peak and prices are high. With bidirectional charging, EVs also have the potential to help power the grid. SB 233 will also help slash energy bills for EV owners and give California the opportunity to harness EVs as mini-power plants on wheels."

"Climate extremes are pushing California's century-old power grid to the brink," said **The Climate Center CEO Ellie Cohen**. "Electric cars, trucks, and buses can act as batteries on wheels to keep the lights on, reduce air pollution, and keep our communities safe. That's why we are proud to sponsor SB 233, introduced by Senator Skinner. Bidirectional electric vehicles are a critical component of a safe, reliable, and equitable power system for all."

"SB 233 represents a historic opportunity to rapidly advance vehicle-to-grid (V2G) technology to help stabilize the California grid, which is facing unprecedented reliability challenges due to climate change," said **Gregory Poilasne, CEO of Nuvve Holding Corporation**. "Establishing vehicle-grid integration (VGI) goals, creating incentives, and developing standards for bidirectional vehicles and chargers is the right policy at the right time."

"It is very encouraging to see California extend its clean energy leadership with Senator Skinner's bill, which presents a much-anticipated regulatory framework for the use of EVs in energy discharge mode at home," said **Dan Fletcher, Head of Ecosystems at dcbel**. "A bidirectional charging model will bolster electrification, decarbonization, and energy savings efforts in the state. By participating in a transactive energy market, homeowners could leverage

their vehicle as a Distributed Energy Resource (DER), offset energy costs, reduce their home's carbon footprint, and enjoy resilience in the event of a grid outage."

"This bill is a necessary step towards realizing electric vehicles' full potential," said **Daniel Barad, Western States Policy Manager for the Union of Concerned Scientists.** "As California ramps up to 100 percent zero-emission vehicle sales by 2035, we are going to see tremendous benefits in terms of improved public health and climate-changing emission reductions. But we cannot lose sight of the potential clean energy and grid reliability benefits these vehicles can provide if we ensure they are equipped with bidirectional technology."

"SB 233 will unlock the power of electric vehicles to become distributed energy resources that benefit all Californians," said **Walker Wright, Vice President of Policy for Sunrun.** "It has the potential to lower utility bills, improve grid resilience, and help Californians power through blackouts. Sunrun is pleased to support it and thanks Senator Skinner for her leadership."