

CAN THE U.S. ELECTRIC GRID HANDLE RISING VEHICLE ELECTRIFICATION DEMANDS?



The transition of the United States to Electric Vehicle (EV)-powered transportation raises a vital question:

Can our electric grid, including utilities, municipal systems, and independent system operators, handle the projected demand?

Understanding the impact of EV power demand on our energy infrastructure.



PROJECTED DEMAND GROWTH

Transportation electrification will contribute 25% of the projected electric demand growth in the U.S. by 2030. Data centers and AI will contribute 40%.

Every 5% penetration of commercial fleet electrification adds ~110,000 MWh of new load, about what it takes to power all the homes in Syracuse, New York for one month. Importantly, and unlike data centers, fleet charging load is manageable because it's distributed, and can occur at times when the grid can easily handle it.





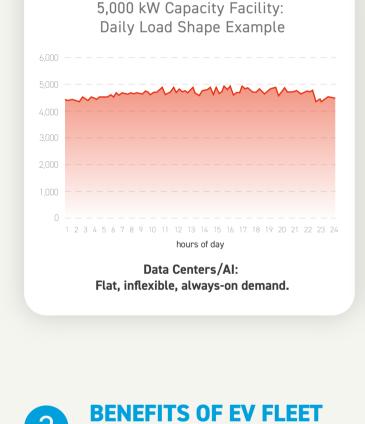


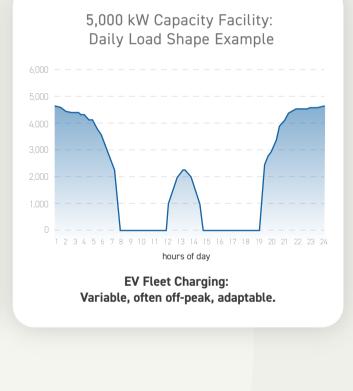
CHARACTERISTICS

COMPARING DEMAND

relatively flat, inflexible, and "always on." In contrast, EV fleet charging demand often occurs at off-peak times and is uniquely manageable to complement other grid demand.

For data centers and AI, the load is







ELECTRIFICATION

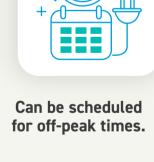
dispatch. This makes it a key asset in supporting sustainable energy use.

through off-peak charging and energy

EV fleet electrification provides a flexible,

grid-friendly load, reducing stress







in infrastructure.





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Utility Operating Expertise

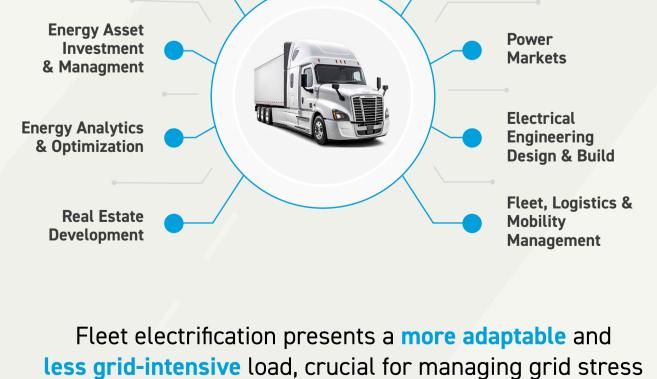
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