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SB 1000 EV Charging Infrastructure Deployment Assessment

Additional submitted attachment is included below.

July 22, 2021

California Energy Commission
1516 Nineth Street
Sacramento, CA 95814-5512

RE: 20-TRAN-02 – SB 1000 Electric Vehicle Charging Infrastructure Deployment Assessment

1. How can drive time maps can be used as a tool to help define areas to increase access for: low-income, disadvantaged, and rural communities?

Maps can be a helpful tool to identify the areas in (low-income, disadvantaged, and rural) communities where there are EV and EV infrastructure gaps or "EV deserts." These gaps can be barriers to local residents who may be contemplating switching over to an EV but if distance to the nearest EV charging station is too long, they might not move forward with the purchase. Once the map identifies these gaps, California Energy Commission (CEC) can then work to develop programs that target investment in those areas through partnerships with local governments, utility companies, EV Charging providers and community-based organizations to reduce the drive time. ChargePoint, however, advises the commission to use distance rather than drive time as the primary metric when using mapping to identify any infrastructure gaps. A distance metric is static and reliable, whereas drive time can vary widely depending on a variety of factors including time of day, speed of travel, and route.

3. Are there additional data layers we should consider for analysis?

An additional layer that should be included in the analysis is zoning. By adding a "zoning layer" to the map, users will be able to better understand the type of housing that exists in a particular desert/gap, which could provide insights to why there is currently no infrastructure. For example, if the map shows an area is zoned multifamily, we now know what barriers exist. But if the map is further able to identify the type of density/zoning and whether the multifamily is less than 4 units or greater than five units, users get a better picture of the challenges to install EV infrastructure. Buildings with less than 4 units might be easier to provide charging but the upfront cost might be higher because there are fewer units to spread the electrical infrastructure upgrade over. Using the zoning layer, users can also find commercial zones that have local neighborhood shopping centers or public facilities (park, school, government buildings) that present the CEC with a different manner to approach the gap. These additional layers can be integrated into local jurisdictions have General Plan that shows zoning.