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Comment Received From: Seth Smith
Submitted On: 5/31/2024
Docket Number: 22-EVI-04

Uber Letter of Support for Second Draft Staff Report

May 30, 2024

California Energy Resources Conservation and Development Commission
715 P. Street Sacramento, CA 95815

Submitted Electronically to:
https://efiling.energy.ca.gov/Lists/DocketLog.aspx?docketnumber=22-EVI-04

RE: Docket No. 22-EVI-04 Electric Vehicle Charging Infrastructure Reliability

Dear Commissioner Monahan and Staff:

Uber Technologies Inc. appreciates the opportunity to comment on the California Energy Commissionâ€™s (CEC) Second Draft Staff Report on Tracking and Improving Reliability of California's Electric Vehicle Chargers and the related April 30, 2024, CEC Workshop.

Uber drivers and delivery workers are leading the way toward a greener future, and Uber is committed to supporting them. Our Green Future program is providing access to resources valued at $800 million to help hundreds of thousands of drivers transition to battery EVs by 2025 in Canada, Europe, and the US. Uber has also committed to becoming a zero-emission mobility platform in US and Canadian cities by 2030â€”a goal that can only be achieved by working together and improving equitable and reliable access to vehicle charging infrastructure for EV drivers.

Uber EV drivers charge their vehicles using either public or home chargers, with many using a combination of the two. While some drivers have access to overnight, off-street parking, like a private driveway or garage, and have installed a home charger, others primarily utilize public chargers. Public chargers can come in a variety of types, speeds, and levels of readiness for use. The latter has been a persistent complaint of Uber drivers.

Rideshare drivers need to see more public EV charging with greater reliability to increase EV consideration and satisfaction. According to a recent survey of rideshare drivers conducted by Uber, which included nearly 5,000 US drivers, satisfaction with EV ownership was 12% higher for EV drivers with access to home charging (70% reporting satisfaction) than EV drivers without access to home charging (i.e., reliant on public charging) (only 52% reporting satisfaction). We estimate between a quarter and a third of US drivers lack access to home charging options and would be predominantly reliant

upon public charging. Furthermore, non-EV drivers continue to point to charging speed (and resulting earnings loss due to vehicle downtime from charging), charging cost, and range anxiety (compounded by charging unavailability) as major contributing factors to their hesitancy to make the switch to EVs. Improving vehicle charger reliability is essential to achieving our shared goal of scaling rideshare driver transition to EVs and lowering greenhouse gas emissions.

For these reasons, Uber strongly supports the requirement that all publicly available state- and ratepayer-funded chargers installed on or after January 1, 2024, share real-time data on the availability and accessibility of the chargers. Uber also supports CEC tracking of the number and location of all chargers, and the usage of all networked chargers.

We appreciate the CECs efforts to support equitable and reliable vehicle charger infrastructure scaling, as well as CECs commitment to ongoing engagement with stakeholders. Please feel free to email me at seth.smith@uber.com with any questions.

Respectfully,

Seth Smith
Public Policy Manager, Uber Technologies Inc.

Additional submitted attachment is included below.

Uber

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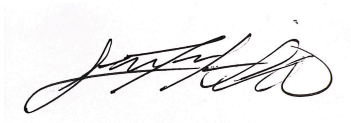

Seth Smith
Public Policy Manager, Uber Technologies Inc.