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# SB 1000 Electric Vehicle Charging Infrastructure Deployment Assessment

Tiffany Hoang, Air Pollution Specialist IEPR Charging Infrastructure Workshop August 4, 2020



- SB 1000 Background
- Preliminary Findings
- Next Steps
- Q&A



#### **TASK**

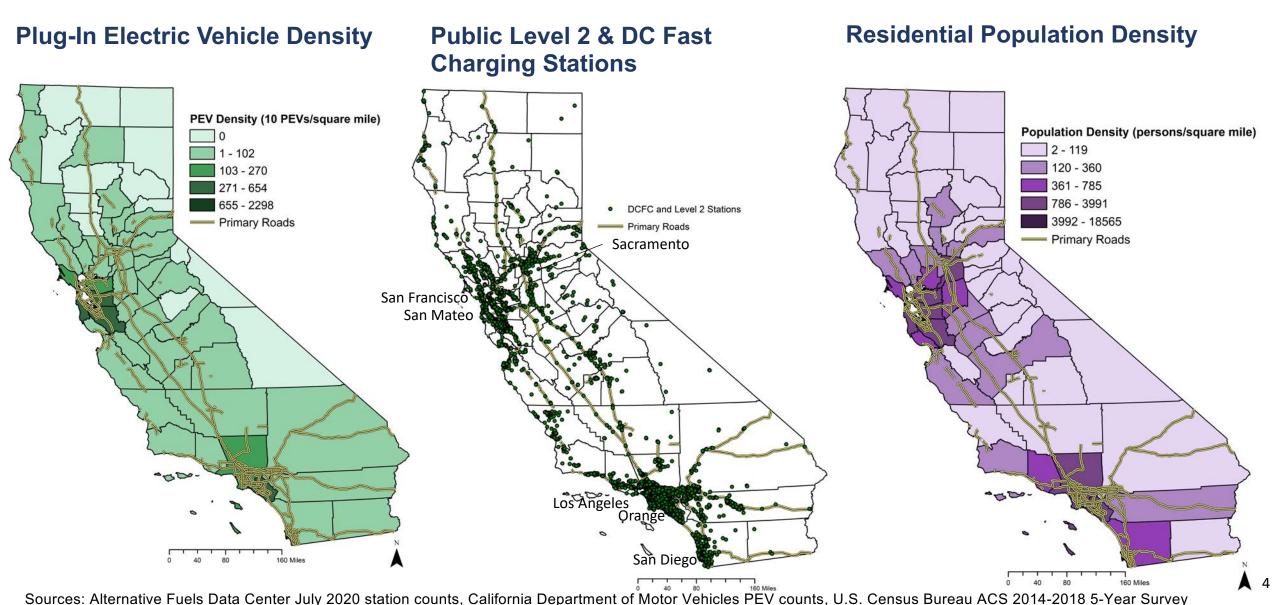
Assess light-duty charging station infrastructure annually to identify whether deployment, including distribution and access, is disproportionate by geographical area, population density, or population income level (low-, middle-, and high-income levels)

### **GOAL**

Identify where California Energy Commission Clean Transportation Program investments can be allocated to increase charging access to *all* California communities and ensure equitable distribution of electric mobility benefits



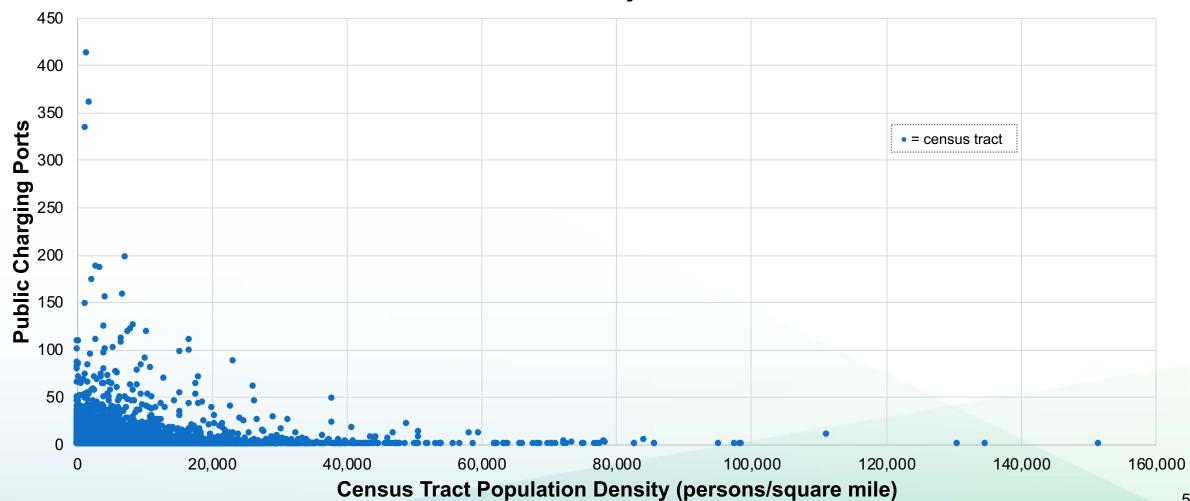
### **State Distribution of Charging Infrastructure**





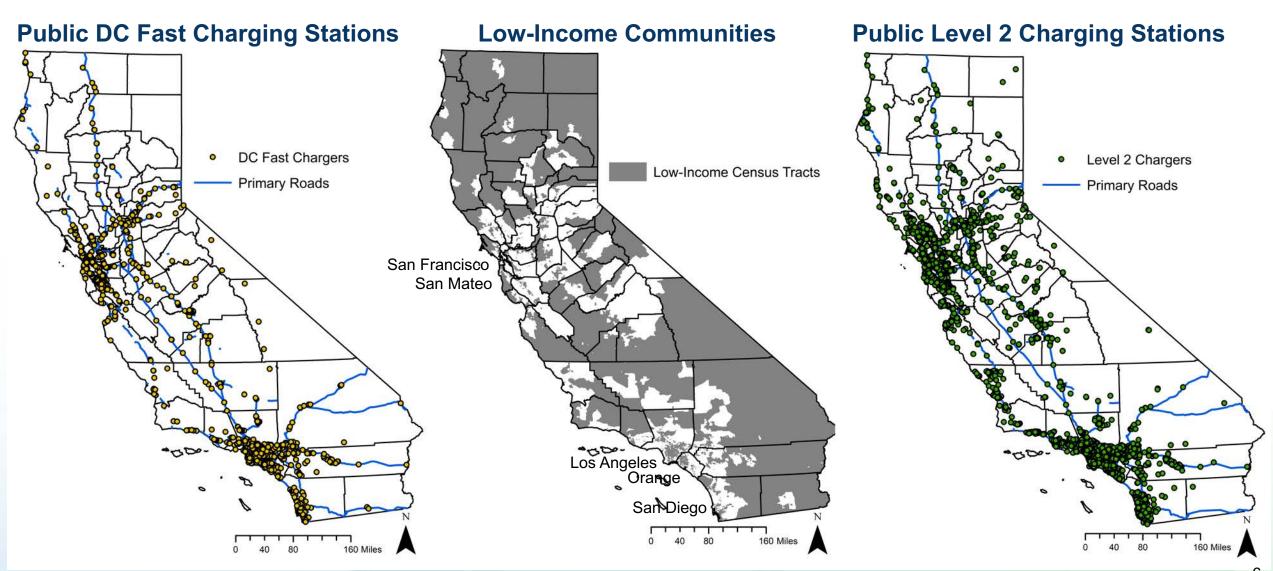
## **Preliminary Findings:** Land use contributes to fewer public chargers in high population density areas

Public Level 2 & DC Fast Charging Port Distribution by Census Tract Population Density





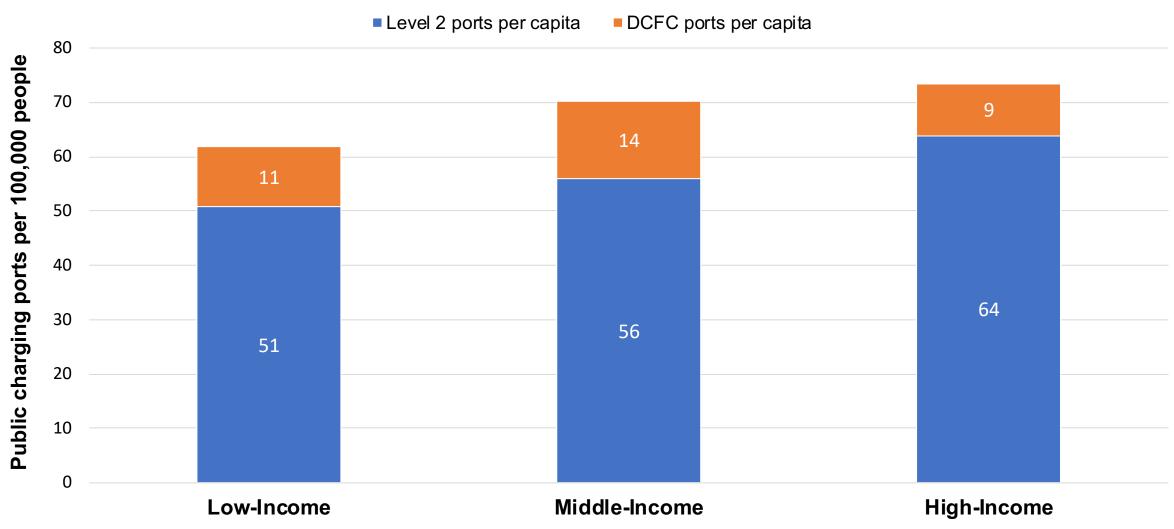
### **State Distribution of Charging Infrastructure**





## **Preliminary Findings:** The positive correlation between income level and public charger distribution is modest

#### **Public Level 2 & DC Fast Charging Port Distribution**





## **Next Steps**

- Analyze housing stock data to identify where public chargers can fill gaps where residential charging is lacking
- Continue evaluating land use to identify where people live and are likely to charge
- Work with stakeholders to identify key charging access indicators
- Continue analyzing disproportionality

The SB 1000 staff report will be published in Quarter 4 (2020) and as an appendix to the AB 2127 staff report and Clean Transportation Program Investment Plan



## Thank you!

Tiffany Hoang

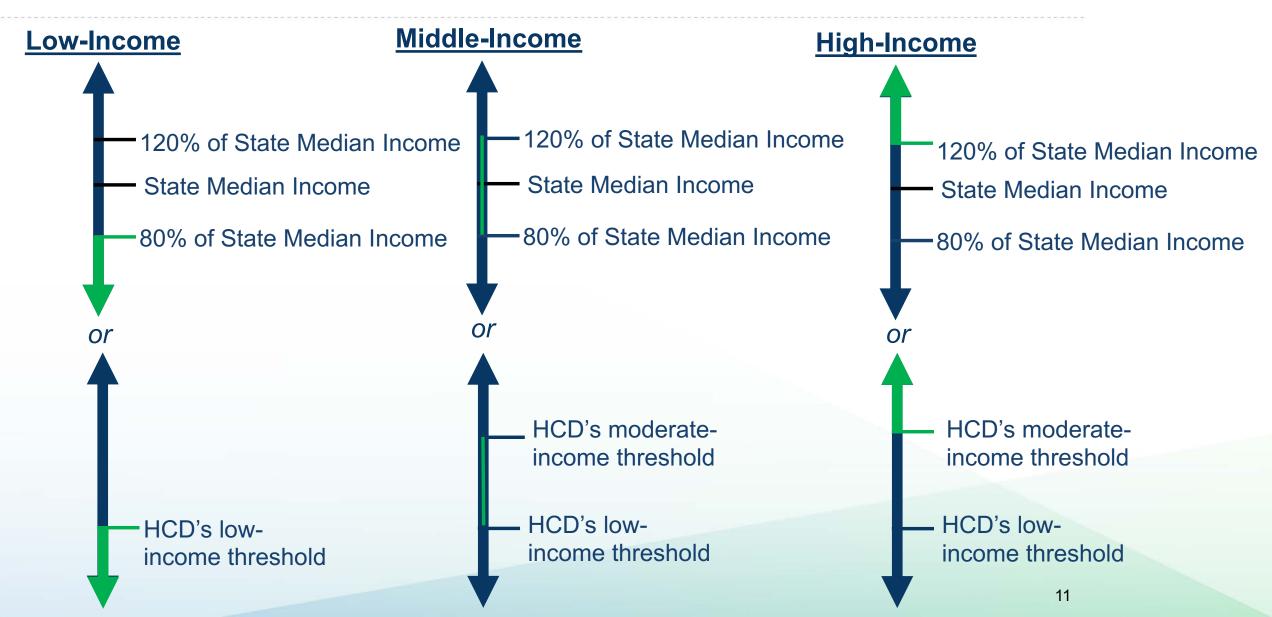
<u>Tiffany.Hoang@energy.ca.gov</u>
(916) 654-4521

## **Appendix Slides**





#### **Definitions for Income Level**





### Low-, Middle-, and High-Income Communities

