



## EV Infrastructure Panel | UC Berkeley

---

Sara Rafalson | Director, Market Development  
June 4, 2019



# Agenda

---

Year in Review

EV Charging 101

California Deployment

Trends in Fast Charging

Rate Design

# EVgo: 2018 Year in Review

---

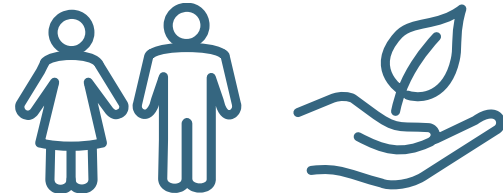
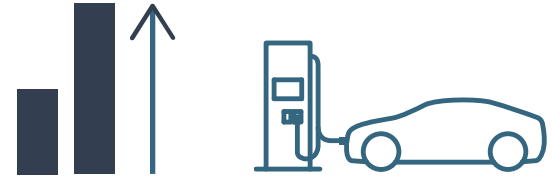
More than **75MM** zero-emission miles in 2018

Nation's largest network of public DCFC

**1,100** chargers in **34 states**

**Double** network capacity by 2021

More than **125,000** customers



# Different Types Of EV Charging

The EVgo network is designed to give drivers the confidence to go electric with charging sessions that happen in minutes, not hours and built on **easily accessible and reliable public DC fast chargers.**



# California Has an Outsized Impact

## Biggest investment market

~ 50% of EVgo's DCFC  
& 75% of energy delivered

1/3 of energy delivered driven by  
light duty fleets (nationally)

## Accelerating delivery in CA

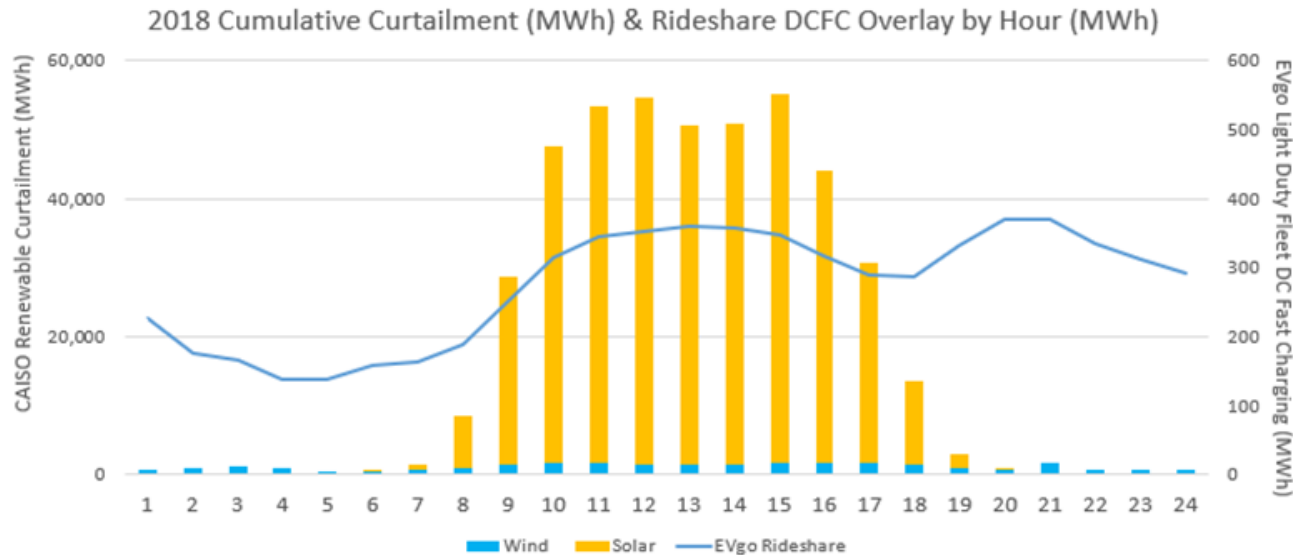
- 1) ~200 DCFC under construction or awaiting utility interconnect
- 2) Leveraging all sources of EVSE funding
- 3) Rate Design



**EVgo**

# CA Grid Benefits from Electrification

## Grid Benefits: DCFC Charging Avoided GWh of 2018 Solar Curtailment



Sources: CAISO Curtailment [http://www.caiso.com/Documents/Wind\\_SolarReal-TimeDispatchCurtailmentReportDec31\\_2018.pdf](http://www.caiso.com/Documents/Wind_SolarReal-TimeDispatchCurtailmentReportDec31_2018.pdf)  
Rideshare, 2018 EVgo fast charging operational data

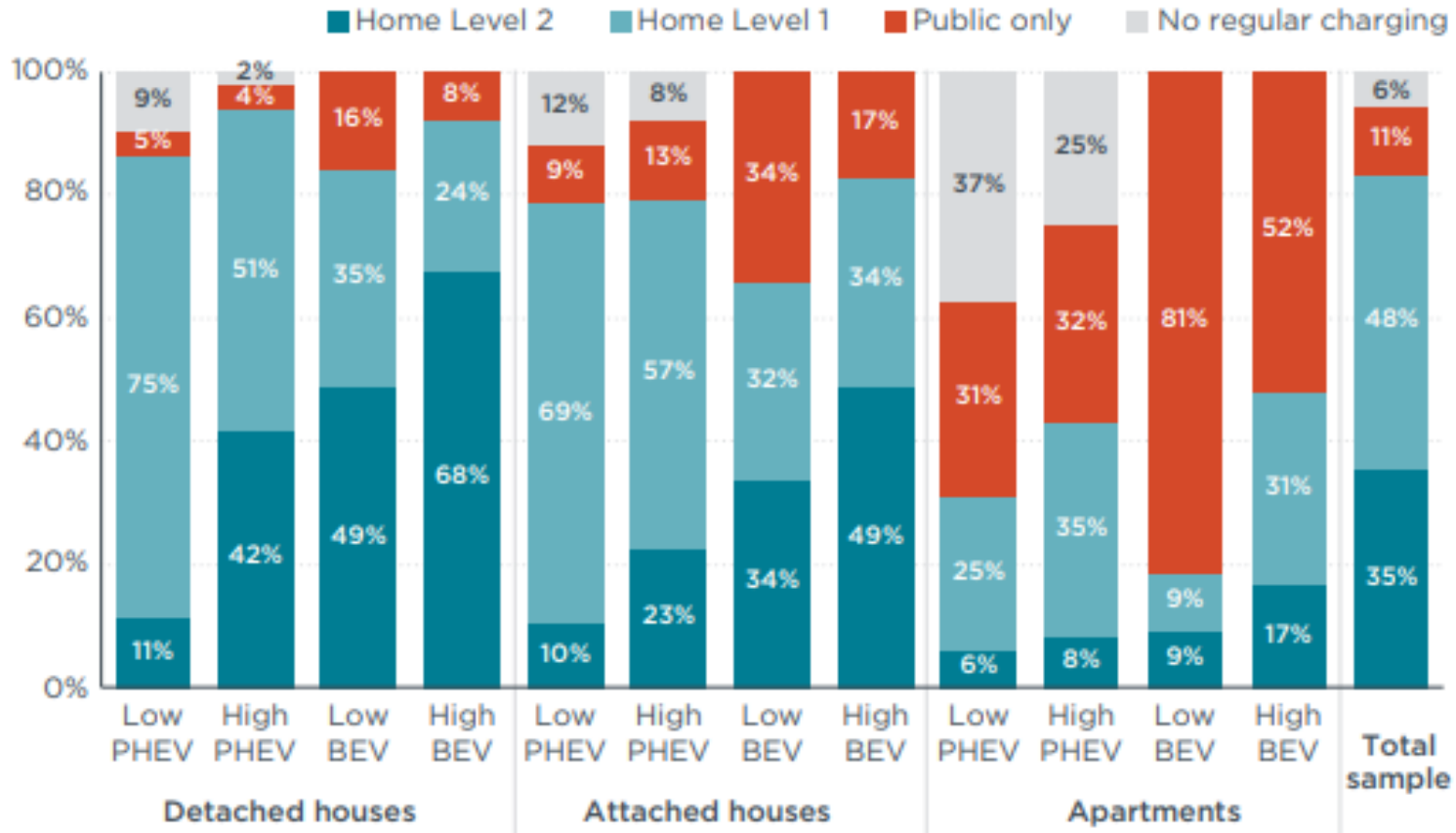


Strong alignment: midday EVgo rideshare fast charging and CAISO solar curtailment:

- >45% of Rideshare charging during 9AM-3PM solar hours;
- >30% during nighttime hours 8PM-4AM Alignment without price signals suggests opportunity for further optimize

# Fast Chargers Serve MUD Residents

52 – 81 % of apartment dwellers with battery electric vehicles are relying solely on public charging.



Source: International Council on Clean Transportation, *Quantifying the Electric Vehicle Charging Infrastructure Gap Across U.S. Markets* (January 2019)



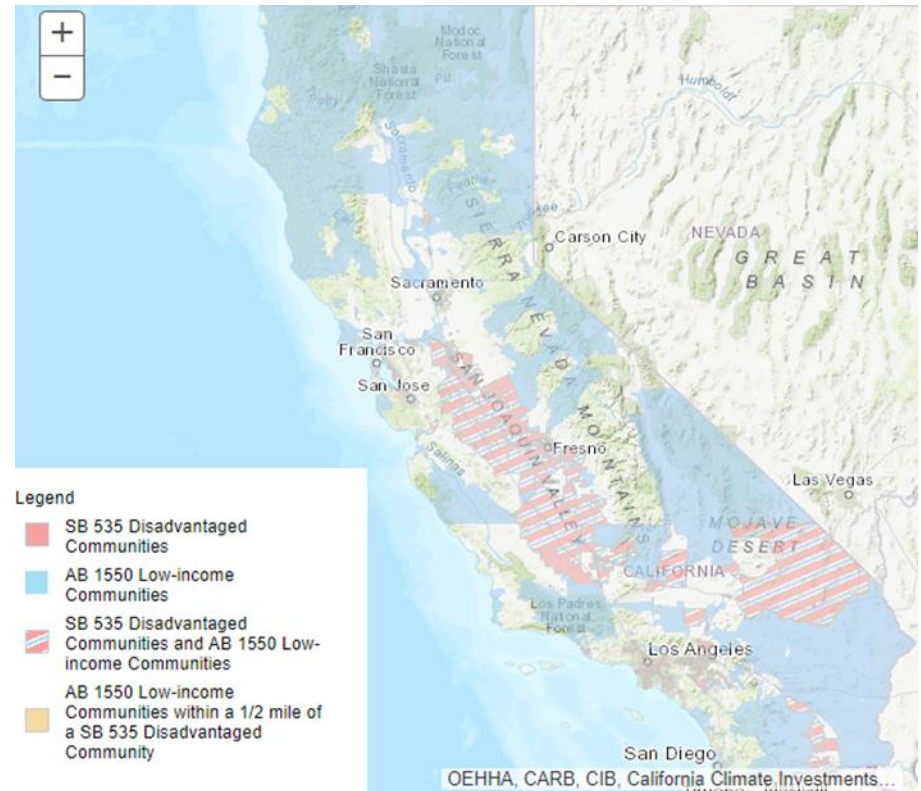
# Investing in Priority Populations

## Existing

- 40% of sites operating in Low-Income Communities
- 20% of sites operating in Disadvantaged Communities

## Under Construction

- 55% of sites in Low-Income Communities
- 22% of sites in Disadvantaged Communities



Low-income definitions per Assembly Bill (AB) 1550 (Gomez, Chapter 369, Statutes of 2016)  
Disadvantaged Communities as defined by (SB) 535 (De León, Chapter 830, Statutes of 2012)





City of Richmond, Civic Center

Inglewood, City Hall



Brookhurst Community Center, Anaheim

Chevron, Manhattan Beach



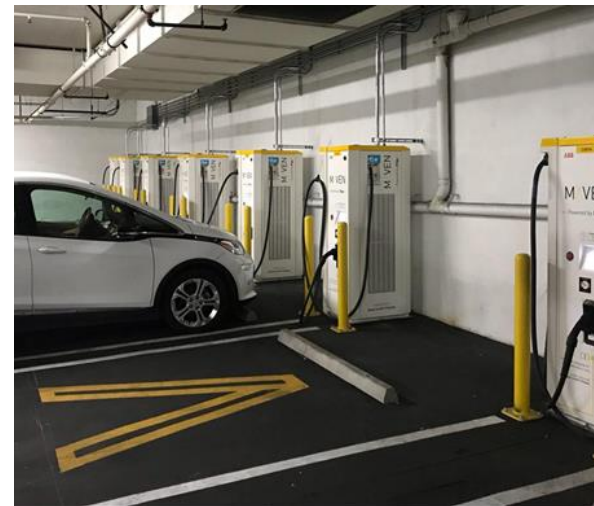
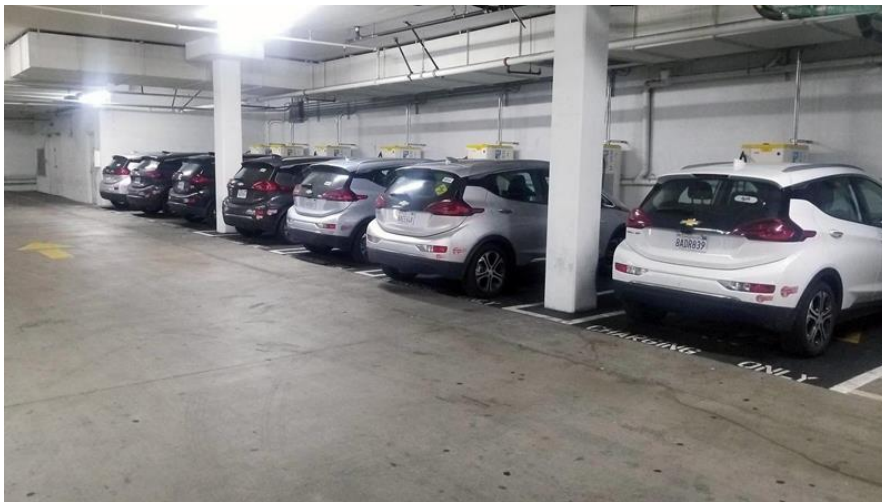
# Early Lessons: Dedicated Hybrid Deployment

**“This is so great, I don’t have to wait for a charge” Maven Driver**

Dedicated chargers → Strong utilization due to low queuing expectation

Public utilization in area surrounding Hollywest:

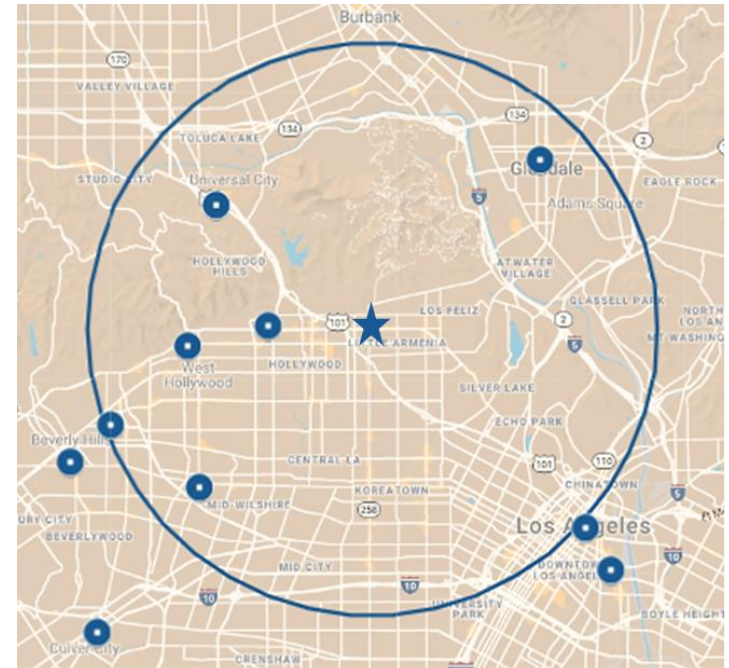
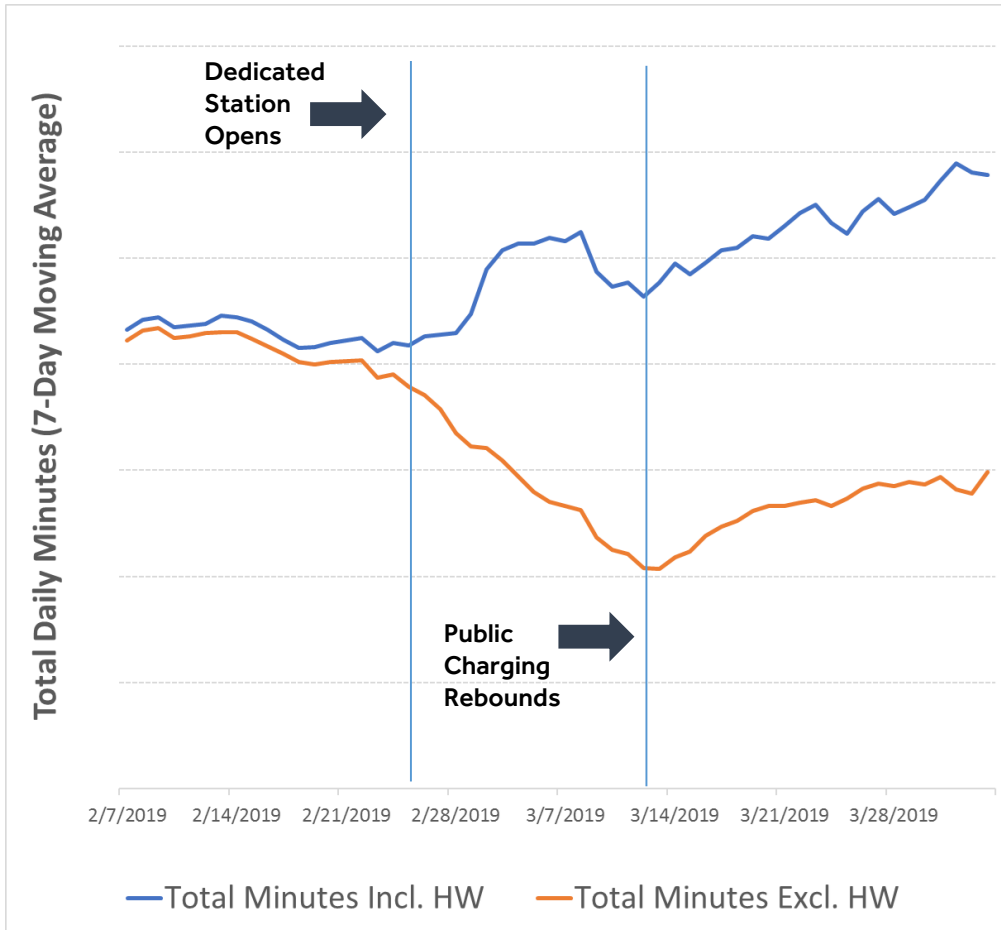
1. Immediate relief on surrounding sites with utilization reduced
2. Rebound as rideshare drivers redirect fast charging to dedicated Evgo chargers



Hybrid Site at Hollywest Promenade, Los Angeles, CA  
7 dedicated Maven + 2 Public

# Early Lessons: Dedicated / Hybrid Deployment

## Hollywood Station utilization grows; depressed public charging rebounds



★ Hollywood Charging Hub ● Other EVgo Stations ○ 5-Mile Radius

Hollywood Promenade, Los Angeles, CA

7 dedicated Maven + 2 Public



Questions?  
Sara.Rafalson@evgo.com