



# Fighting Inequality in EV charging access

LABORATORY FOR  
CLIMATE JUSTICE  
UCLA 

# THE PROBLEM

BEVERLY HILLS

CRENSHAW

BOYLE HEIGHTS

INGLEWOOD

EV CHARGING  
DESERT

WATTS

COMPTON

Black and brown communities in Los Angeles are “Charging Deserts” whereas more affluent communities are not



## THE PROBLEM

**Access to electric vehicle chargers is highly unequal across race and income.**

### **Race:**

Black and Hispanic majority groups have significantly less likely to have access to public EV chargers.

### **Income:**

Charger access is lower in groups with below-median household incomes.

Public charger access disparities are more pronounced in areas with more multi-unit housing (aka, denser areas), where they are critical for electric vehicle drivers due to a lower likelihood of residential charger access.

## THE PROBLEM

# Renters and Lack of Investment

Lower income neighborhoods in Los Angeles have historically had a lower public investment and upkeep of local in electrical infrastructure making it very hard to EV chargers easily.

60 percent of Los Angeles residents rent, (20% higher than national average) and most renters in multi-unit buildings can't install chargers. A majority LA residents rely on public charging.

## **THE PROBLEM**

# Rideshare & small business drivers are left out of the EV opportunity

Gig and sole proprietor labor economy workers are the ones who could most benefit financially (gas savings) if they could participate. This money could be better served going to food or healthcare rather than fossil fuels.

EV drivers migrate to richer neighborhoods to charge, leaving gas-powered drivers in the city's poorer neighborhoods, reducing air quality, and creating a feedback loop that harms low-income neighborhoods.

# Why this needs fixing

Access to clean transportation can improve community health

Access to clean air is most necessary in communities that suffer from poor air, water, and soil quality.

These communities need more than just access to EV charging infrastructure and stations, they need incentives, public programming, and political attention as well.

A person's commute time is the most critical factor in their chances of escaping poverty.



# What we're doing to address EV inequity

We are working with and convening community leaders, EV charging experts, and local lawmakers to make EV equity a priority here in Los Angeles's lower income communities.

With our partners in Watts, CA we will deploy chargers and use the case study and content to draw attention and influence national, State and Local legislation

## Our Partners:



WATTS LABOR COMMUNITY ACTION CENTER

501CTHREE.ORG

