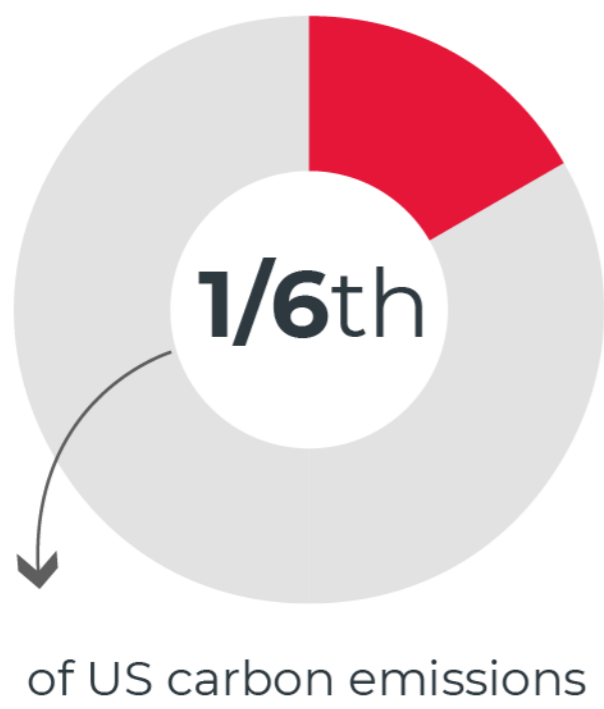


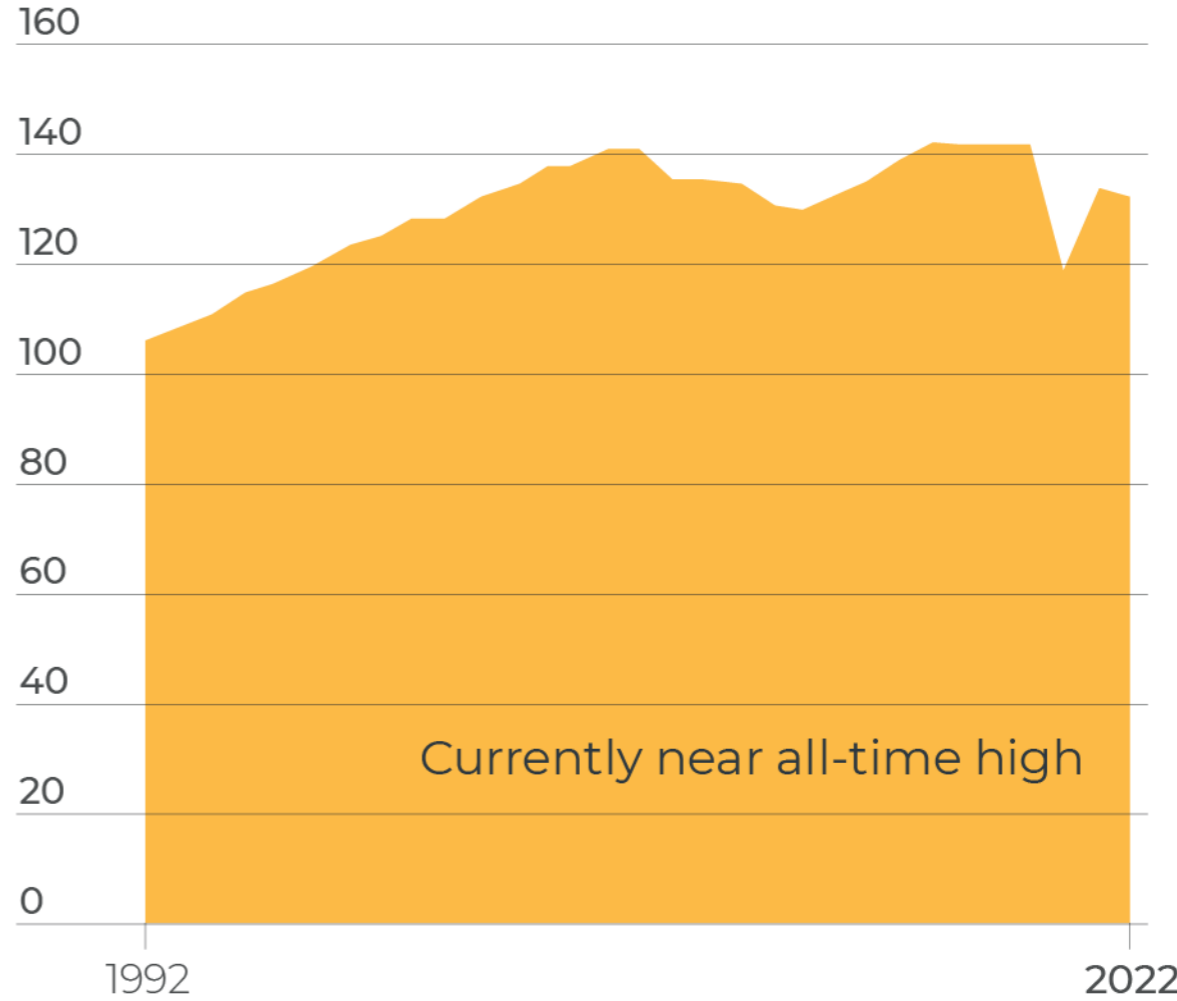
GASOLINE SUPERUSERS

Gasoline use in the US is not going down

Burning gasoline in our cars, trucks and SUVs accounts for

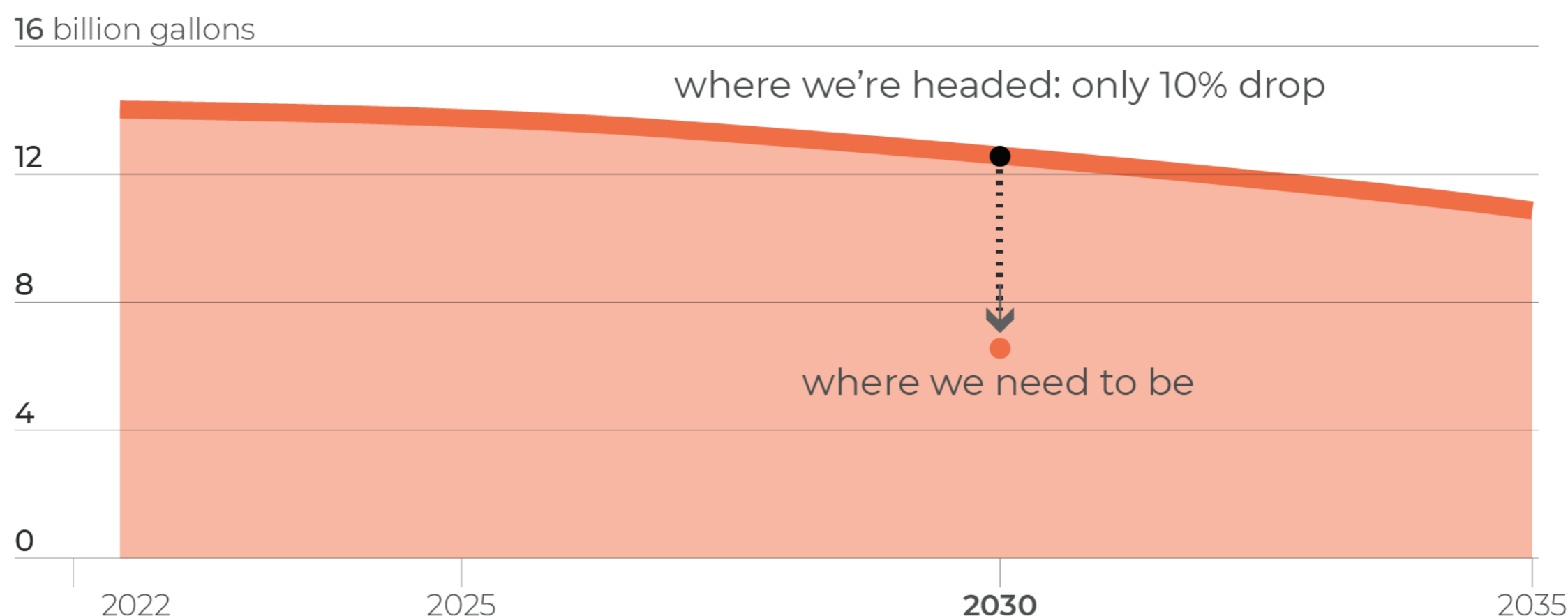


US gasoline consumption 1992-2022

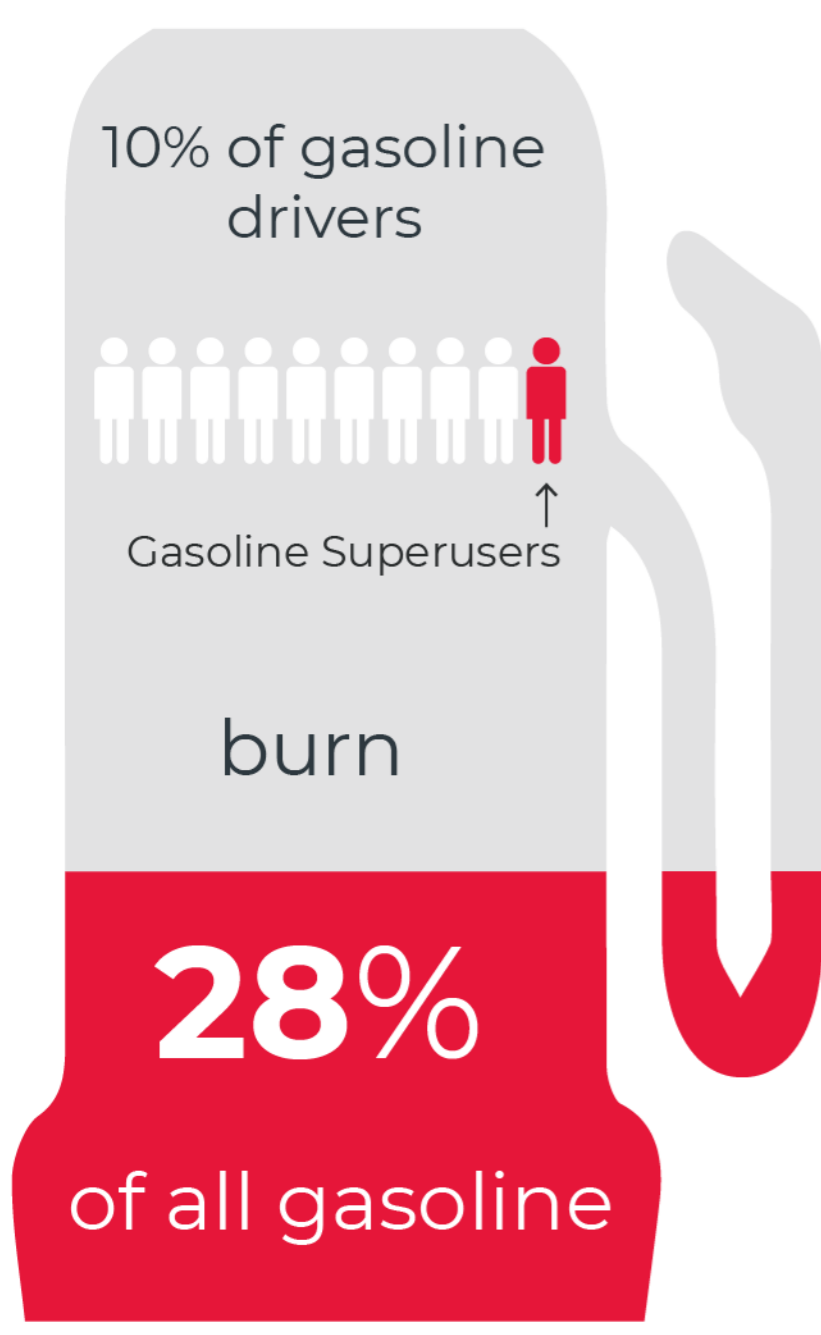


California is falling short on goal of 50% gasoline reduction by 2030

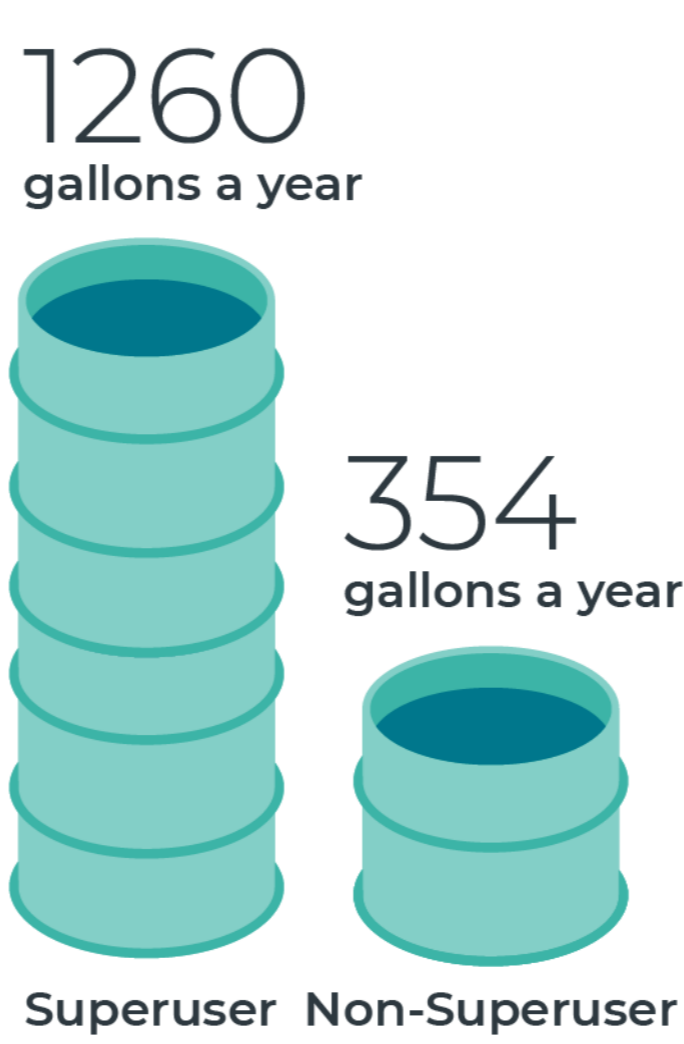
California forecast to cut gasoline 10% by 2030



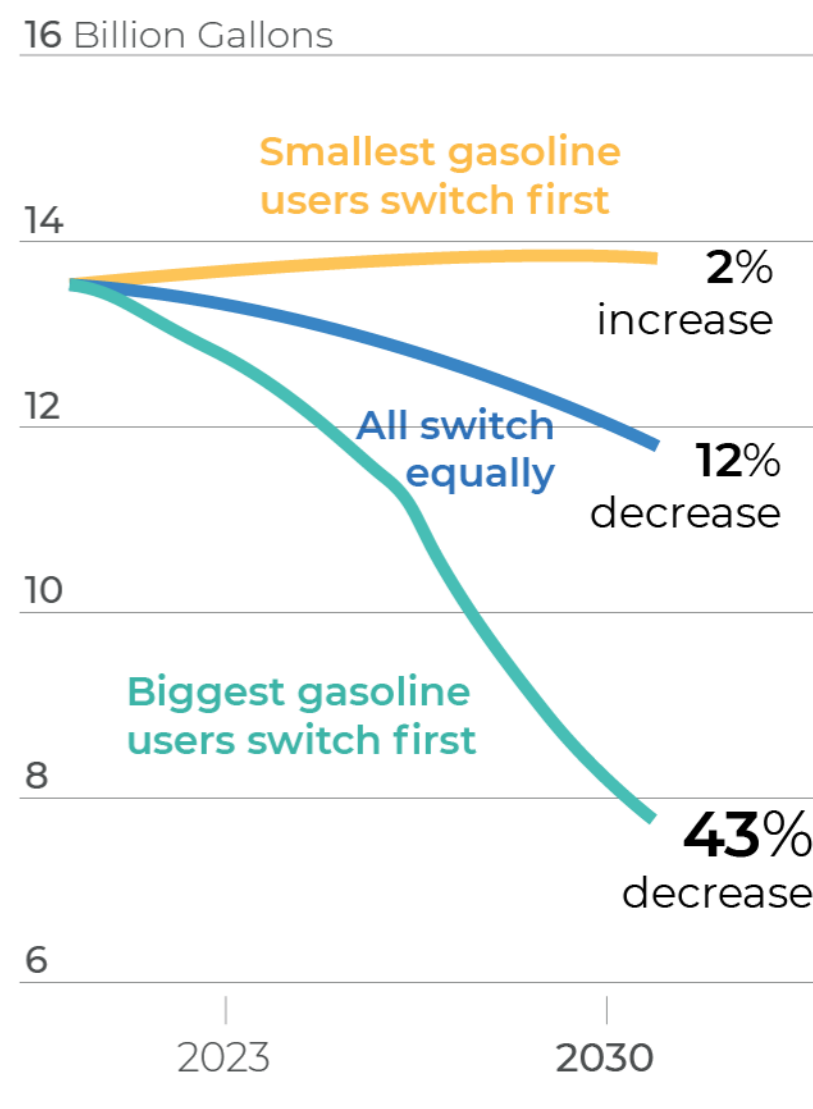
Transitioning Superusers to EVs cuts gasoline use faster



A Superuser burns 3.5 times more gasoline than an average driver



Decrease in gasoline use depends on who switches to EVs first



Switching Superusers to EVs first is more efficient

We can meet our emissions targets faster with policies that target the largest gasoline users first



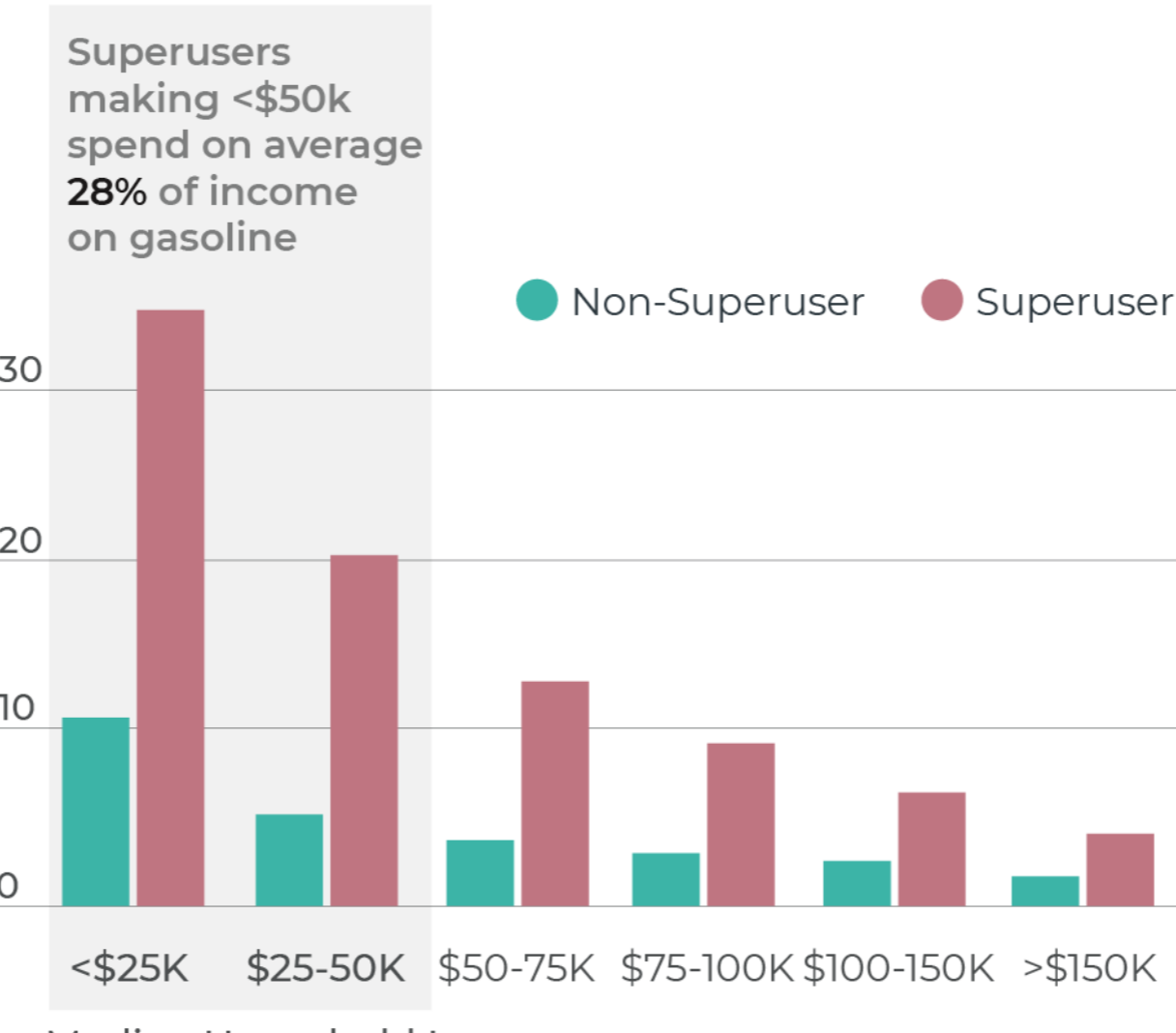
Prioritizing Gasoline Superusers' switch to EVs advances equity

Lower-income Superusers who must commute long distances or drive for their work are particularly vulnerable to financial shocks of unexpected car repairs and gasoline price spikes

Superusers Spend Larger Share of Household Income on Gasoline

Switching to an EV saves Superusers on average \$500/month on fuel and \$300/month on maintenance...

The majority of Superusers are below the median income



Many Superusers are ready to switch to an EV today

There are an estimated one million transition-ready California Superusers today. The number is likely to grow to two million by 2025.

Characteristics of Superusers who could easily transition to an EV today

- Drive a car and not a pickup truck or large SUV
- Have quality access to charging at home, at work or at a charging station
- Generally drive 200 miles or less daily

39% of Superusers drive cars for which there are many similar electric models available today

64% of Superuser households are good candidates for home EV charging

there are 94 EV models available today that have a range of 200 miles or more

There are 94 EV models available today that have a range of 200 miles or more

We need data-driven policies that maximize gasoline reduction and equity

- Gasoline reduction should be a primary goal and metric for state and local governments.
- Prioritize lower-income Superusers for EV incentives, outreach and education.
- Use data to guide policies and investments for gasoline displacement.

Who are gasoline superusers?



Jason is an independent contractor who drives his Ford F-150 pickup 100 miles a day to multiple job sites in the Central Valley. Before work, he drops his son off in the next town, 8 miles away, where the schools are better.



Khadijah is a nurse who lives in Los Banos, where housing is more affordable. She commutes 80 miles each way to her job in San Jose in her 2009 Honda Accord. Twice a week, she brings meals to her aunt who lives 10 miles away.



Tanya is studying for her degree as a medical technician in an Bernardino. After morning classes, she drives an Uber 150 miles a day in a 2011 Hyundai Sonata. On the weekends, she often drives to Los Angeles to play in a band.



GASOLINE SUPERUSERS 2.0
Supporting Gasoline-Burdened Families' Transition to EVs to Maximize Climate and Equity Benefits

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