Supplemental information

Table 1 shows a count of the BEVs respondents reported charging at a DCFC. The majority of BEVs are newer vehicles (2021 model year and later). The most common BEV brand is Tesla, consistent with these vehicles being the most numerous BEVs in California. The data also includes many BEVs from Chevrolet, Ford, Hyundai, Kia, Nissan, and Volkswagen. This is also consistent with BEVs from these brands having been sold in larger numbers than lesser represented BEVs such as Lucid, Polestar, and Rivian BEVs. No respondents reported fast charging a PHEV, likely because only one PHEV model with DCFC capability had been sold in the US at the time of the study.

Table 2 shows survey respondents demographics, the sample is similar to other studies with samples of BEV owners.

Table 1: Count and percent of vehicles by model year and make of the vehicle charged during the DC fast charging session survey respondents reported.

Vehicle Charged Model Year	Count	Percent
2011	3	0.17%
2012	3	0.17%
2013	20	1.10%
2014	11	0.61%
2015	52	2.87%
2016	64	3.54%
2017	125	6.91%
2018	285	15.75%
2019	169	9.34%
2020	83	4.59%
2021	104	5.75%
2022	155	8.56%
2023	343	18.95%
2024	262	14.48%
2025	118	6.52%
2026	13	0.72%

Vehicle Charged Brand	Count	Percent
Acura	3	0.17%
Audi	14	0.77%
BMW	34	1.88%
Cadillac	9	0.50%
Chevrolet	188	10.38%
Fiat	3	0.17%
Fisker	1	0.06%
Ford	62	3.42%
Genesis	9	0.50%
GMC	4	0.22%
Honda	10	0.55%
Hyundai	98	5.41%
Jaguar	3	0.17%
Kia	49	2.71%
Lucid	12	0.66%
Mercedes-Benz	12	0.66%
MINI	3	0.17%
Nissan	84	4.64%
Polestar	13	0.72%
Porsche	4	0.22%
Rivian	37	2.04%
Tesla	1067	58.92%
Toyota	4	0.22%
VinFast	1	0.06%
Volkswagen	75	4.14%
Volvo	12	0.66%

Table 2: Survey respondents demographics.

		% of Total	N
Household income	Less than $50,000	1.70%	57
	$50,000 to $99,999	7.84%	263
	$100,000 to $149,999	15.61%	524
	$150,000 to $199,999	14.48%	486
	$200,000 to $249,999	12.07%	405
	$250,000 to $299,999	9.48%	318
	$300,000 to $349,999	6.73%	226
	$350,000 to $399,999	3.49%	117
	$400,000 to $449,999	3.28%	110
	$450,000 to $499,999	1.73%	58
	$500,000 or more	7.03%	236
	I prefer not to answer	16.57%	556
Age	19 to 29	0.12%	4
	30 to 39	5.48%	181
	40 to 49	17.47%	577
	50 to 59	22.74%	751
	60 to 69	25.05%	827
	70 to 79	21.08%	696
	80 or older	6.75%	223
	Decline to state	1.30%	43
Gender	Female	23.75%	783
	Genderqueer/non-binary	0.09%	3
	Male	74.61%	2460
	TransFemale/Transwoman	0.06%	2
	TransMale/Transman	0.03%	1
	Decline to state	1.46%	48
Highest level of education	Grade 8 or less	0.09%	3
	Some high school	0.03%	1
	High School Graduate or GED	6.44%	216
	College Graduate	39.18%	1315
	Masters, Doctorate, or Professional Degree	52.53%	1763
	Prefer not to say	1.73%	58
Home type	Apartment or condo	6.47%	217
	Attached house (townhouse, duplex, triplex)	6.70%	225
	Detached house/single family home	84.42%	2833
	Mobile home	0.54%	18
	Other	0.57%	19
	Prefer not to say	1.31%	44
Home ownership	Other	0.77%	26
	Own	90.35%	3032
	Rent	6.67%	224
	Prefer not to say	2.21%	74

Figure 1 shows respondents use of DCFC. Most use drivers DCFC infrequently, with 56% of respondents using it less than once per month or never. Around 16% use public DCFC on an almost weekly basis ("4 times a month" or more). Respondents who indicated they charged at DCFC "Less than once per month" or more were asked if they could recall their last DCFC session. Of those asked 1,898 respondents were able to recall their last DCFC session.

Respondents were also asked to report their reason for using a public fast charger on the occasion they reported. Overall, 53% indicated they were on a long trip, 14.5% reported that this was their normal/routine way of charging, 19% took advantage of an opportunity to charge, and 16% cited other reasons (e.g., trying a new charging location, testing a charging adapter, or picking someone up from the airport). Respondents were asked if they had to wait (i.e. queue) before charging. Overall, 12% of respondents reported having to queue before charging and the mean queue time for those that did queue was 15 minutes. The data also shows differences in queuing between charging operators. Those using Tesla stations had the lowest rate of queuing (5%) and those using Electricity America stations has the highest rate of queuing (31%).

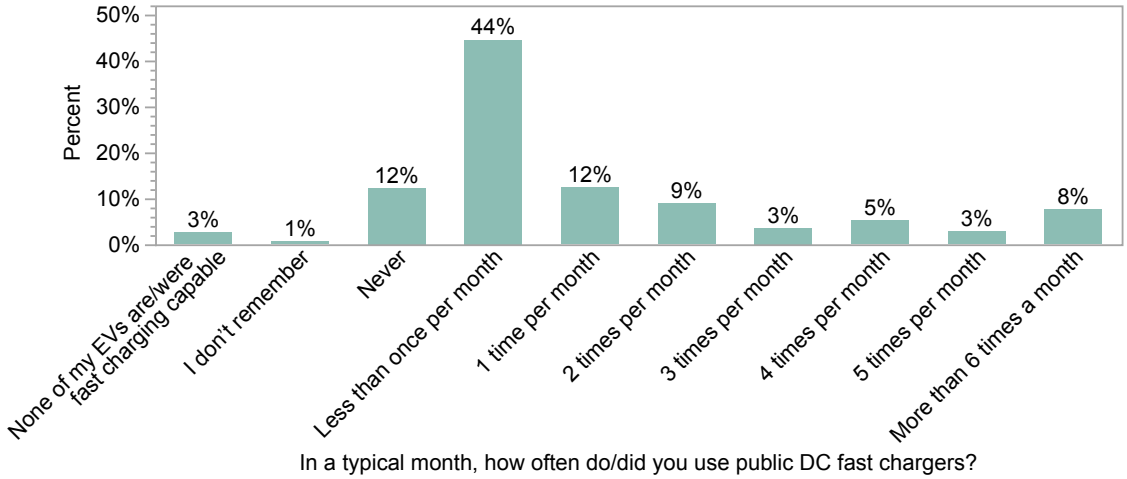

Figure 1: Reported frequency of using public DCFC (n = 2,751).

Table 3 shows the duration of the charging session differs by reported activities. Those reporting staying with their car or visiting a restroom charged for the shortest time and those visiting a café, restaurant, or bar or any other type of store charged for longer.

Table 3: Reported activities while at a DCFC, count and percent of respondents reporting each activity, and the mean and standard deviation of charging session time by each reported activity.

Reported Activities While Charging	Count	Percent	Mean charge time (minutes)	Std Dev
Nowhere/stayed with my car	774	40.78	29.65	15.56
Restroom	365	19.23	30.70	15.06
Café, restaurant, or bar	420	22.13	38.39	19.00
Place of work or study	15	0.79	41.07	21.38
Retail or clothing store	153	8.06	34.08	14.02
Grocery or convenience store	217	11.43	32.56	16.83
Department store/big box store	76	4.00	39.22	15.78
Drug store, medical, or dental	6	0.32	45.00	16.43
Place of religion	1	0.05	30.00	.
Cinema/theatre/entertainment venue	9	0.47	45.33	14.65
Walked around	205	10.80	35.09	17.74
Other	80	4.21	43.70	20.73

Spending per charging station

To estimate spending, charging sessions per day are multiplied by the proportion of users purchasing something and their mean reported spending during each session. Estimates of sessions per day are based on EVgo's 2026 Q1 financial report (EVgo, 2026) and data from Paren (Paren, 2025). EVgo reports that DCFC station utilization was 21%, equivalent to 5 hours and 15 minutes of charging per day. Assuming most DCFC sessions last 32 minutes, as reported in this survey, this equates to just over 10 DCFC sessions per day. Similarly, Paren (2025), which includes data from a broader range of charge point operators, reported DCFC utilization of 16.1%, equivalent to approximately seven 32-minute sessions per day. The proportion of users making purchases, as well as average expenditure at DCFC stations, is derived from survey responses. When calculating annual spending attributable to sessions where the primary purpose was charging, values of 5.39 (77% of 7) to 7.7 (77% of 10) sessions per day are used to reflect that only 77% of reported sessions occurred primarily for charging purposes.

$$Annual\ spending\ per\ charger = S_d \times P_s \times E \times 365$$

Where:
S_d = the number of sessions per day
P_s = the proportion of sessions where spending occurs
E = mean expenditure of those purchasing non charging items
365 = number of days in a year

References

EVgo, 2026. EVgo Q1 FY2026 Earnings Presentation.

Paren, 2025. US EV Fast Charging — Q2 2025 [WWW Document]. URL https://www.paren.app/reports/state-of-the-industry-report-us-ev-fast-charging-q2-2025