

## **POSITION RECOMMENDATIONS:**

- (1) EVSPs should be eligible everywhere where they provide a service to a customer, including residential, fleet, workplace and commercial locations
- (2) The customer should elect (through opt-in) who should claim LCFS credits for their usage:
  - a. In the case where there is a 3<sup>rd</sup> party EVSP contract, they can elect the EVSP
  - b. In the case where there is no 3<sup>rd</sup> party EVSP, they will default to the utility
- (3) The value of the LCFS credits should be returned to the customer
  - a. Competition will ensure that EVSPs return LCFS value by passing it down as a rebate or discount on the service, or installation.
    - i. There will be a competitive market that ensures the value is driven down to the consumers.
    - ii. This will help consumers tackle the biggest cost of ownership for EV infrastructure, which will in turn reduce the biggest barrier to infrastructure installation and EV adoption
      1. The cost of electricity is NOT the biggest barrier to EV adoption. Therefore, confining the LCFS value return to utility tariffs is unlikely to significantly impact consumer adoption of EVs.
  - b. In the case where the utility claims the LCFS credits, CARB should explicitly require that:
    - i. The value of the credit be returned to the customer

- ii. This should be provided through a rebate allowing the customer to choose which of their costs to offset, rather than the utility predetermining where the discount will go.
- iii. Utilities should NOT be allowed to monetize LCFS credits for their own benefit or to pay for services to customers it is already recovering in its rate base.

These recommendations are **1)** simple to implement, **2)** present a clear hierarchy of who gets LCFS credits, **3)** put consumers first, and **4)** ensure a level playing field in the EV services market. They are consistent with the CPUC decision by leaving the work of establishing and operating the fueling infrastructure for electric vehicles to a competitive market of electric vehicle service providers.