January 7, 2022

Cheryl Laskowski, Ph.D.
California Air Resources Board
1001 I Street
Sacramento, CA 95814

RE: Electrify America Comments on the December 7, 2021 Public Workshop: Potential Future Changes to the LCFS Program

Dear Dr. Laskowski:

Electrify America, LLC, appreciates the opportunity to comment on the December 7, 2021, public workshop regarding potential future changes to the Low Carbon Fuel Standard program (LCFS). Electrify America operates the largest open network of DC fast chargers in the nation, and recently reached a milestone of 200 public ultra-fast electric vehicle (EV) charging stations and over 830 individual chargers in California.[1] Electrify America has also supported the installation of numerous Level 2 chargers at workplaces and multiunit dwellings, and has also deployed 60 innovative grid-independent, solar-powered Level 2 chargers across 30 rural locations in the state.[2] All of Electrify America's eligible chargers are registered with the LCFS program.

The LCFS has proven a very successful program at supporting a wide array of low carbon fuels, including electricity. Electrify America supports the concept of strengthening the program through 2030 and beyond, in line with the State's climate change goals and Executive Order N 79-20.

Regarding the proposal to require third-party validation for additional fuel types, including EV charging transactions, Electrify America requests that any additional third-party verification requirements be implemented in the least burdensome way possible. For instance, CARB should establish a straightforward process for entities already providing LCFS data verification services to become certified third-party verifiers under the program, without significant additional burden or cost.

Electrify America has developed and implemented robust data validation procedures with regard to EV charger utilization data submitted to CARB. First, Electrify America has a technical consultant who reviews back-end session-level information for anomalies when generating the initial inventory. Second, Electrify America has an external reporting services consultant who performs numerous checks on session details to ensure that chargers are performing within specification. Last, Electrify America has designated a third-party credit generator, who is responsible for ensuring accurate registration of charging assets and submission of session data under appropriate FSE IDs. These companies contribute diverse technical expertise to ensure the validity of the final data submitted to CARB.

[1] https://media.electrifyamerica.com/en-us/releases/161
[2] https://media.electrifyamerica.com/en-us/releases/91

Electrify America is concerned that requiring the use of CARB-registered third-party verifiers may create additional administrative burden and cost that will slow the deployment of charging infrastructure. Given that companies like Electrify America have already implemented robust verification procedures, we urge CARB to minimize additional requirements that could add to costs of installing EV charging infrastructure.

When discussing concepts for future program changes, if considering expanding capacity crediting for hydrogen refueling to include heavy-duty vehicles, Electrify America urges that the program continue to support both hydrogen and electric vehicles and offer similar capacity credit generating opportunities for DC fast charging for heavy-duty applications.

This is how CARB designed the program for light-duty zero emission vehicle (ZEV) infrastructure, and the same rationale that motivated capacity credits for light-duty ZEVs applies for heavy-duty vehicles. Heavy-duty vehicle charging infrastructure is often distinct from light-duty: Even where the standards are the same, the physical design to accommodate larger vehicles often requires new infrastructure solutions. Early support for the build out of heavy-duty charging infrastructure is needed until heavy-duty EV deployments reach critical mass to support fleets – just as was the case for light-duty EVs. CARB itself has recognized these barriers to heavy-duty charging infrastructure and is actively considering the topic right now through a set of workgroup meetings covering "activities, challenges, and solutions surrounding the build-out of fueling infrastructure needed to support a growing fleet of zero-emission trucks and buses in response to the proposed Advanced Clean Fleets regulations."[3]

Additionally, as CARB considers adjustments or expansion to capacity crediting mechanism for ZEV infrastructure under the LCFS, Electrify America requests that CARB reconsider the prohibition on capacity credits for projects that include investment made under a California or federal settlement, particularly with regard to ZEV infrastructure built to serve medium and heavy-duty fleet vehicles. Maintaining this prohibition would limit the potential benefits and scope of settlement-related investments, and it would create an undue hindrance against Electrify America's ability to build ZEV infrastructure that serves public transit agency, school bus fleet, and drayage fleet operator charging needs through our $800 million investment in California. The California Air Resources Board has explicitly and directly urged and supported Electrify America investments serving such fleets through the Green City Initiative in Long Beach and Wilmington, as well as in other parts of the state. However, prohibiting such investments from qualifying for capacity credits would limit Electrify America's ability to serve these fleets and make investments in CARB's priority communities, consistent with CARB's direction.

Electrify America looks forward to continued collaboration with CARB, and we would be happy to discuss this feedback at any time. Please do not hesitate to reach out with any questions.

Thank you,

Matthew Nelson
Director of Government Affairs
Electrify America

[3] https://ww2.arb.ca.gov/our-work/programs/advanced-clean-fleets/advanced-clean-fleets-meetings-events