

December 21, 2022

Cheryl Laskowski, Branch Chief
Low Carbon Fuel Standard Program
California Air Resources Board
1001 I St., Sacramento, CA 95814

Sent via email to LCFSworkshop@arb.ca.gov

Re: November 9 Workshop on Low Carbon Fuel Standard (LCFS) Amendments

Ms. Laskowski:

EVgo appreciates the opportunity to comment on the California Air Resources Board's (CARB) November 9, 2022 Public Workshop to Discuss Potential Changes to the Low Carbon Fuel Standard (Workshop). Headquartered in Los Angeles, EVgo is the owner and operator of one of the nation's largest electric vehicle (EV) charging networks, with over 850 fast charging locations across 60 metropolitan areas and more than 500,000 customer accounts. EVgo also supports fleet electrification with tailored software and hardware solutions that meet fleets' evolving needs.

EVgo strongly supports California's zero-emission vehicle (ZEV) goals and recognizes the Low Carbon Fuel Standard (LCFS) as a critical tool for supporting investment in low- and zero-carbon transportation fuels. In response to new regulations and policies, including the adoption of Advanced Clean Cars II and Advanced Clean Trucks, it is critical that CARB update the LCFS to ensure that it continues to support the decarbonization of California's transportation fuel pool in a manner consistent with its ZEV goals and CARB's 2022 Scoping Plan update.¹

To this end, EVgo supports the following modifications to the LCFS:

- 1. Increase the stringency of the 2030 carbon intensity reduction target to a minimum of 30 percent and establish post-2030 carbon intensity reduction targets that align with the 2022 Scoping Plan.** As CARB plainly stated in its Workshop, the LCFS is over-performing.² At the same time, CARB's 2022 Scoping Plan update makes clear that additional greenhouse gas (GHG) emission reductions are needed to achieve Senate Bill 32 (SB 32) targets.³ Increasing the stringency of the LCFS is both necessary and achievable to address these twin concerns while accelerating investment in low carbon fuels, and EVgo encourages CARB to adopt a minimum 30 percent carbon intensity (CI) reduction target in 2030. EVgo is also encouraged by CARB Staff's preliminary modeling of a 90 percent CI reduction target in 2045 and recommends that CARB move to adopt

¹ <https://ww2.arb.ca.gov/sites/default/files/2022-11/2022-sp.pdf>

² Workshop presentation at slide 6.

³ 2022 CARB Scoping Plan update at

long-term CI reduction targets that align with the achievement of California’s statutory carbon neutrality target in AB 1279.⁴

2. **Increase the stringency of carbon intensity reduction target in 2024 to account for regulatory lag in the LCFS program.** Since the LCFS was last updated in 2018, advances in low carbon fuel production and complementary regulations have begun to materially outpace the annual CI reduction targets previously established by CARB – which has manifested in an increasingly large bank of LCFS credits.⁵ EVgo recommends introducing a step change in the CI reduction target for 2024 to account for the regulatory lag that has transpired since the LCFS was last updated. Adopting a more stringent CI target in 2024 would create a more gradual glide path toward a more stringent 2030 CI target in the second half of the decade, reduce the risk of continued program overperformance, and amplify the market signal for continued investment in low carbon fuels.
3. **Explore the introduction of an acceleration mechanism that enhances market certainty and accounts for innovation across low carbon fuels.** Several parties, including EVgo, supported the exploration of an acceleration mechanism during the Workshop. California must ramp up ZEV adoption at unprecedented levels to achieve state goals, and it is difficult to predict the pace at which innovation may occur. To enhance the flexibility of the LCFS program to account for rapid changes in the adoption of low carbon fuels, EVgo recommends that CARB explore the introduction of an acceleration mechanism that enables a rule-based increase in the stringency of annual CI targets if there is sustained overperformance of the LCFS. Adopting an acceleration mechanism would help avoid persistent program overperformance that dilutes further investment in low carbon fuels, complement existing LCFS program provisions that provide regulated entities with flexibility in the event of tight LCFS credit market conditions, and put California in a stronger position to meet or exceed its ambitious yet achievable ZEV and climate goals. We look forward to working with CARB and other stakeholders to consider the development of this complementary mechanism, which can be adopted in concert with more stringent 2024 and 2030 CI targets.
4. **Preserve, expand, and streamline the Fast Charging Infrastructure program through 2035 to maintain consistency with state policy goals.** Direct Current Fast Charging Infrastructure (FCI) credits have been instrumental for supporting more equitable development of fast charging stations in California. According to the California Energy Commission’s recently-approved Clean Transportation Program 2022-2023 Investment Plan Update, California currently faces a 18,610 fast charger gap between 1) existing chargers and anticipated chargers deployed through existing state funding; and 2) the

⁴ https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202120220AB1279

⁵ Workshop presentation at slide 7.

number of chargers needed to support 8 million light-duty ZEVs in 2030.⁶ This gap will only expand as California seeks to achieve 100 percent light-duty ZEV sales in 2035 in accordance with Advanced Clean Cars II. Rather than permit the FCI credit to sunset in 2025, EVgo recommends that CARB extend the FCI program to 2035 to encourage robust private investment in fast charging infrastructure in alignment with Advanced Clean Cars II goals.

EVgo commends CARB's leadership on accelerating California's market for low carbon fuels. As the state prepares for unprecedented levels of ZEV adoption driven by complementary regulations, state policy, and technological improvements, it is crucial that CARB revise the LCFS in a manner that provides long-term market stability and growth opportunities for low carbon fuels. EVgo looks forward to working with CARB and other stakeholders to achieve shared ZEV goals.

Respectfully submitted on this 21st day of December,

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⁶ CEC, 2022-2023 Investment Plan Update for the Clean Transportation Program at 8, available at: <https://www.energy.ca.gov/publications/2022/2022-2023-investment-plan-update-clean-transportation-program-0>