



June 11, 2019

Clerk of the Board
California Air Resources Board
1001 I Street
Sacramento, CA 95814

Re: Docket EVSE2019 – (Electric Vehicle Charging Stations Open Access)

Dear Members of the Board,

Electrify America, LLC, appreciates the opportunity to comment on the “Chapter 8.3 Electric Vehicle Supply Equipment Standards,” also known as Electric Vehicle Charging Stations Open Access or Senate Bill 454. Electrify America is an electric vehicle (EV) charging provider that is making an investment of \$800 million over 10 years in charging infrastructure, access, and education in California.

Electrify America is committed to driver-friendly, easily accessible charging stations. Towards this end, Electrify America includes multiple payment options, including credit and debit card readers, on stations that are open to the general public. Furthermore, Electrify America values the ongoing commitment of CARB staff to conducting stakeholder engagement around the proposed regulation.

Through this process, Electrify America has had the opportunity to make suggestions that would address unintended consequences of the draft regulations and increase consistency with statutory language. Electrify America wishes to reiterate its suggestions formally, consistent with suggestions made in letters previously submitted in June 2018, December 2018, and April 2019.

1. Definition of Publicly Available EVSE

The proposed standards apply to publicly available EV supply equipment (EVSE), and provide that a publicly available EVSE does not include “a workplace EVSE and its associated parking space if it is clearly marked and operated as available exclusively to employees or contracted drivers.” Electrify America urges CARB to include in its regulation greater clarity to establish the requirements of being “clearly marked and operated” as a workplace charging station.

From conversations with CARB staff, Electrify America understands that a charging station will not be considered publicly accessible so long as the charging provider or site host does not advertise it as such (e.g., through an online EV charging locator). Electrify America respectfully suggests that regulatory language could be refined to clarify this intent, and avoid an impression that workplaces or EV charging providers would be required to install costly signage, striping, or barriers to access, in order to clearly mark the stations as available to employees.



2. Reporting Requirements

The proposed regulation includes onerous reporting requirements, including model certifications, multiple photos of units, types of payment devices installed, numbers of charging sessions initiated using different payment methods, multiple uptime/downtime statistics, and a detailed schedule of fees, among other items, reported at the charger level. The regulatory impact analysis states that these reporting requirements mirror existing information provided to NREL, and therefore impose no additional cost. However, Electrify America and other EV charging companies do not currently report this information to NREL. Meeting these requirements would be a significant, new and costly burden. Electrify America requests that CARB limit reporting requirements to those elements included in S.B. 454: “geographic location, schedule of fees, accepted methods of payment, and the amount of network roaming charges for non-members.”

3. Exemption for EV Charging Provided by a Producer of Electric Vehicles as a Service

The text of S.B. 454 states that a publicly available parking space covered by these regulations shall not include “a parking space provided by a producer of electric vehicles as a service.” However, the proposed regulation exempts “an EVSE provided by a manufacturer of electric vehicles for the exclusive use by vehicles it manufacturers.” The regulation has added an “exclusive use” requirement that deviates from the statutory language, changing the meaning and applicability. Electrify America recommends that CARB modify this provision to reflect the statutory language.

4. Interoperability Billing Standards

Electrify America equips its public stations with credit/debit card readers, as well as supporting the OCPI 2.1 interface to communicate with other networks and Open InterChange Protocol (OICP) to connect to roaming platforms. Furthermore, Electrify America has announced network interoperability agreements with several major charging providers. Electrify America recommends that CARB use its discretion not to establish specific “interoperability billing standards” by regulation. If CARB does choose to adopt interoperability billing standards, Electrify America recommends that the regulation state that such standards will rely solely on open protocols, and that the regulation will not require EV charging providers to license or use the intellectual property of other firms.

Electrify America appreciates the opportunity to comment and looks forward to continuing to work with CARB, charging providers, and EV drivers to build a robust, easily accessible public charging network for electric vehicles.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Matthew Nelson'.

Matthew Nelson

Director of Government Affairs, Electrify America