



August 26, 2024

Clerks' Office, California Air Resources Board
1001 I Street,
Sacramento, California 95814

RE: Low Carbon Fuel Standards Amendments (15-Day Changes)

Dear California Air Resources Board Members and Staff,

Xeal Energy (Xeal) appreciates the opportunity to provide our input and support for the California Air Resources Board (CARB) rulemaking on the Low Carbon Fuel Standard (LCFS) to support increased investment in electric vehicle (EV) chargers and charging stations. Specifically, Xeal strongly supports greater EV charging investment in multifamily housing to meet California's climate goals.

Xeal has developed the next generation of EV chargers where users are provided unique and encrypted tokens that authorize, activate, and transact charging sessions without internet service directly between the charger and phone. This means chargers can operate anywhere – including multifamily housing (MFH), parking garages, and communities with limited internet connection, enabling a near 100% uptime and frictionless user experience, leading to strong consumer confidence and greater EV adoption.

Primarily focused on supporting multifamily housing and commercial real estate owners and operators, we strongly support the use of LCFS credits to incentive EV charging infrastructure investments and EV adoption. Providing reliable at-home charging in multi-family housing is critical to accelerating EV adoption and achieving the State's ZEV goals.

Xeal respectfully requests the following minor amendments to the proposed LCFS language:

1. Define all chargers located at MFH as non-residential regardless of parking arrangement

Xeal supports the continued inclusion of MFH EV charging within the LCFS program as well as removing barriers for property owners and operators to invest in EV charging infrastructure. We respectfully request all multi-family housing charging be considered "non-residential EV charging." Property owners own the chargers, regardless of whether they are on dedicated or non-dedicated parking spots and should be eligible to generate the credits. In addition, the parking spots may change from dedicated to non-dedicated, which would complicate reporting – but not change the benefits. Removing complexity and allowing credit parity will further incentivize EV charging development at multifamily housing where EV charging is critically needed.

2. Amend verification for EV charging to include desktop review and remove requirements for site visits

Xeal acknowledges the need to align the amount of electricity dispensed by EV charging stations with the amount reported to CARB by entities earning LCFS credits. To ensure accuracy, the most effective method is through data checks and reviews of electronic records of dispensed electricity. While site visits are useful for verifying large liquid fuel production facilities, they are not practical for EV charging networks for several reasons:

- *Data Management:* EV charging networks manage fuel transaction data through electronic platforms rather than at individual charging stations. Third-party verifiers cannot access cumulative transaction data from site visits alone, as EV chargers are unmanned and lack on-site data management systems. Instead, verifiers can review electronic data from centralized systems across the network, which generates reports for CARB. This method is more cost-effective and efficient, providing necessary information for compliance assessments without the need for physical inspections.
- *Regulatory Oversight:* The accuracy of EV chargers is already regulated by the California Department of Food and Agriculture Division of Measurement Standards (DMS), which oversees testing and approval under the California Type Evaluation Program. This framework ensures that accuracy requirements meet or exceed those in § 95491.2 of the LCFS regulation. Since EV chargers undergo rigorous lab and field testing by DMS, additional site visits by CARB would be redundant.
- *Logistical Challenges:* EV charging networks are extensive and dispersed. While third-party verifiers can manage annual site visits to a few large liquid fuel facilities, conducting site visits to hundreds or thousands of EV charging stations across various locations is costly and time-consuming.

Xeal appreciates the opportunity to support and provide input on LCFS 15-day Changes. We look forward to continuing to work with the CARB and other stakeholders to support the deployment, access, and reliability of light-duty charging infrastructure.

Sincerely,

Michael A. Smith

Michael A. Smith
Head of Deployments and Policy
Xeal