

DOCKETED

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Joint CCA Comments on CEC EV Charger Reliability Proposed Regulations

Additional submitted attachment is included below.



VIA CEC Docket Submittal

August 12, 2025

Docket No. 22-EVI-04
California Energy Commission
715 P Street
Sacramento, CA 95814

RE: CEC Docket No. 22-EVI-04 Joint CCA Comments on CEC EV Charger Reliability
Proposed Regulations

Ava Community Energy and Redwood Coast Energy Authority ("the Joint CCAs") appreciate the opportunity to provide comments on the CEC Staff Report on Regulations for Improved Electric Vehicle Charging Port Recordkeeping and Reporting, Reliability, and Data Sharing ("EV Charger Reliability Regulations" or "Regulations"). The Joint CCAs thank the CEC for the thoughtful development of the Regulations and supports the aim of the Regulations to ensure equitable access to reliable EV chargers in California.

The Joint CCAs seek to clarify the following details of the Regulations' applicability and requirements:

- Applicability of the reliability recordkeeping and reporting requirement, reliability performance standard, and data sharing on real-time availability and accessibility requirement for ratepayer revenue-funded chargers
- Specific details of the following regulations:
 - Inventory reporting
 - Reliability recordkeeping and reporting
 - Data sharing on real-time availability and accessibility

Applicability

The Joint CCAs support the CEC's goal to improve the accessibility and reliability of publicly and ratepayer funded chargers. We request clarification on the applicability of the three regulations that apply to "publicly or ratepayer funded chargers" (reliability recordkeeping and reporting requirement, reliability performance standard, and data sharing on real-time availability and accessibility requirement) on chargers that are funded through ratepayer revenue, but not as part of an incentive program.

Based on the definition of "publicly or ratepayer funded chargers" as defined in the Proposed Regulatory Language Section 3121, it is the Joint CCAs' understanding that the regulations that apply to "publicly or ratepayer funded chargers" do not apply to chargers that are funded

through ratepayer revenue not as part of an incentive program. The beginning of the definition states:

“Publicly or ratepayer funded charger” means a charger installed on or after January 1, 2024, except at a residential real property containing four or fewer dwelling units, for which an incentive was received from a state agency or a charge on ratepayers, or both, to install or operate the charger or its associated charging station. ...

The Joint CCAs interpret the above excerpt of the definition of “publicly or ratepayer funded charger” as “...for which an incentive was received from a state agency or for which an incentive was received from a charge on ratepayers, or both, to install or operate the charger at its associated charging station.”

The Joint CCAs’ interpretation is supported by the analysis of the California Senate Committee on Energy, Utilities, and Communications (“Senate Committee”) of Assembly Bill (“AB”) 1423 (Irwin), which proposed to expand the scope of the CEC’s EV Charger Reliability Regulations. The Senate Committee’s analysis¹ of AB 1423 states that the bill “specifies that the CEC’s new recordkeeping and reporting requirements must apply to chargers that received an incentive from a state agency, *an incentive funded through a charge on ratepayers*, and those installed pursuant to consent decrees between the California Air Resources Board, Volkswagen AG, and the United States DOJ.” The Senate Committee’s interpretation of the applicability of AB 1423, and thus the applicability of the CEC’s Regulations, is in line with and supports the Joint CCAs’ interpretation of the definition of “publicly or ratepayer funded chargers.”

Thus, only chargers funded by a charge on ratepayers *incremental* to charges for electric generation, distribution, and transmission should be included within the definition of “publicly or ratepayer funded charger” and subject to the reliability recordkeeping and reporting requirement, reliability performance standard, and data sharing on real-time availability and accessibility requirement. To that end, the Joint CCAs recommend the CEC staff edit the definition of “publicly or ratepayer funded chargers” to clarify that chargers that are funded through ratepayer revenue, but not as part of an incentive program, are not subject to the regulations that apply to “publicly or ratepayer funded chargers.”

Regulation Details

The Joint CCAs seek to clarify specific details of the regulations, as described below.

Inventory Reporting

The Joint CCAs seek clarification for the applicability of the inventory reporting regulations to “certain site hosts and funding recipients.” We also seek an explanation of the difference between the reporting requirements of “charging port ID” and “port ID.”

¹ <https://seuc.senate.ca.gov/system/files/2025-07/ab-1423-analysis.pdf>

Reliability Recordkeeping and Reporting

The Joint CCAs seek more detailed information on the requirement to share “certain data protocol units.”

Data Sharing on Real-Time Availability and Accessibility

The Joint CCAs seek information on the entity responsible for meeting the data sharing requirements.

Thank you for your consideration of our comments. Please contact Claire Huang (chuang@avaenergy.org) and Eileen Verbeck (everbeck@redwoodenergy.org) if you have any questions.

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