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**Comments regarding the Notice of Additional Public Comment
Period and Summary of Changes**

Additional submitted attachment is included below.

September 24, 2025

California Energy Commission
Docket Unit, MS-4
Re: Docket No. 22-EVI-04
715 P Street
Sacramento, CA 95814

Re: Docket No. 22-EVI-04 – Comments of Center for Sustainable Energy® regarding the California Energy Commission’s Notice of Additional Public Comment Period and Summary of Changes

Center for Sustainable Energy® (CSE) welcomes the opportunity to provide comments on the California Energy Commission’s (Energy Commission) updated proposed regulations on electric vehicle (EV) infrastructure, as detailed in the Energy Commission’s Notice of Additional Public Comment Period and Summary of Changes, issued on September 8, 2025.

CSE is a national nonprofit that accelerates adoption of clean transportation and distributed energy through effective and equitable program design and administration. Governments, utilities, and the private sector trust CSE for its data-driven and software-enabled approach, deep domain expertise, and customer-focused team. CSE’s fee-for-service business model frees it from the influence of shareholders, members, and donors, and ensures its independence. Our vision is a future with sustainable, equitable and resilient transportation, buildings, and communities. CSE provides these comments based on our experience designing, implementing, and evaluating statewide incentive programs in multiple states, which collectively translates to over \$1 billion worth of program value under management. CSE is pleased to implement the California Electric Vehicle Infrastructure Project (CALeVIP) on behalf of the Energy Commission.

CSE offers the following recommendations to enhance the reliability reporting standards:

1. Expand hourly and semiannual data reporting requirements to explicitly include utilization data, including session and interval data.
2. Develop clear strategies to store, aggregate, and analyze data in order to enhance charger reliability and accessibility.
3. Adopt enforcement measures to ensure timely and accurate data submittal.

CSE’s recommendations are discussed in detail below.

1. Expand hourly and semiannual data reporting requirements to explicitly include utilization data, including session and interval data.

CSE appreciates the Energy Commission's revisions to the proposed EV infrastructure reliability regulations, as detailed in the Notice of Additional Public Comment Period and Summary of Changes.¹ CSE is pleased to see the inclusion of hourly and semiannual data reporting specifications² and supports the Energy Commission's proposal to collect hourly reliability data. However, CSE contends that the data specifications are still missing key data fields, including many fields that are included in the CAlEVIP reporting requirements and have been routinely collected for years. Accordingly, CSE recommends the Energy Commission revise the hourly and semiannual data reporting requirements to include data on charger utilization.

Throughout the course of the Energy Commission's development of EV infrastructure reliability regulations, CSE has repeatedly recommended the Energy Commission collect charger utilization data in order to characterize charger usage, understand individuals' charging behaviors, and develop accurate EV load forecasts. Specifically, CSE has recommended the Energy Commission collect both session and interval data on charger utilization. Whereas session data can help characterize individual charging events initiated by distinct customers, interval data can characterize power usage across discrete intervals of time (e.g., 15-minute intervals) and identify grid impacts at different timescales, which is a key consideration for the Energy Commission's grid planning processes.

During the workshop held on December 18, 2024, the Energy Commission proposed collecting charger utilization data and specifically highlighted the importance of session-level data to understand site-level charging patterns, the impact of TOU rates on charging behavior, and trends across hourly, diurnal, and seasonal timescales.³ However, in the Staff Report issued on June 27, 2025, the Energy Commission removed the utilization reporting requirements without any discussion regarding why these requirements were removed.⁴ Subsequent documents such

¹ California Energy Commission, Notice of Additional Public Comment Period and Summary of Changes, September 8, 2025.

² *Id.* at 39-50.

³ California Energy Commission, Presentation – Tracking and Improving Reliability of California's Electric Vehicle Chargers: Increased granularity of reported utilization data, December 17, 2024, slides 11-18.

⁴ California Energy Commission, Staff Report – Tracking and Improving Reliability of California's Electric Vehicle Chargers: Regulations for Improved Electric Vehicle Charging Port Recordkeeping and Reporting, Reliability, and Data Sharing, June 27, 2025, page 12.

as the Notice of Additional Public Comment Period and Summary of Changes issued on September 8, 2025⁵ and the Questions and Answer document issued on September 17, 2025⁶ also excluded any explicit discussion regarding why utilization data was not included in the reporting requirements.

CSE recognizes that the recently-proposed hourly data specifications include some data categories that can be used to assess charging sessions and charging intervals. For example, the “TransactionEventRequest” data category includes data fields that indicate when charging sessions start and end, as well as how much energy is transferred. Additionally, the “StatusNotificationRequest” data category includes data fields that indicate the times at which a charger’s status changes, which can be retroactively evaluated to understand utilization across time. While CSE appreciates the inclusion of these data fields, additional information is necessary to understand charger usage by distinct customers and across standardized intervals of time.

For the reasons described above, CSE strongly recommends the Energy Commission revise the data specifications to include charger utilization data, including both session and interval data. CSE reiterates that session- and interval-level charger utilization data are already included in the data reports required for CALeVIP, which have been routinely collected over multiple years. CSE also encourages the Energy Commission to develop strategies to evaluate this data in the long-term, as described in the section below. The collection and evaluation of charger utilization data will enable the Energy Commission to comprehensively understand and enhance charger reliability.

2. Develop clear strategies to store, aggregate, and analyze data in order to enhance charger reliability and accessibility.

A comprehensive analysis of EV infrastructure data is necessary to achieve California’s EV infrastructure reliability goals. Assembly Bill (AB) 2061 (Chapter 345, Statutes of 2022) directed the Energy Commission to develop EV infrastructure reliability standards and conduct biennial

⁵ California Energy Commission, Notice of Additional Public Comment Period and Summary of Changes, September 8, 2025.

⁶ California Energy Commission, Questions and Answers following August 13, 2025 workshop on Regulations for Improved Electric Vehicle Charger Recordkeeping and Reporting, Reliability, and Data Sharing, September 17, 2025.

assessments of equitable access to reliable EV infrastructure, beginning on January 1, 2025.⁷ Similarly, AB 126 (Chapter 319, Statutes of 2023) directed the Energy Commission to adopt tools to increase EV infrastructure uptime and establish standards to inform drivers about EV infrastructure availability and accessibility.⁸

Although CSE supports the Energy Commission's proposal to collect hourly charger data, this proposal represents a significantly more complex data collection framework than previously outlined. The Energy Commission has not proposed clear protocols or timelines for how these vast amounts of data will be managed and evaluated over time. The adoption of the EV infrastructure reliability regulations has already been delayed beyond the deadline of January 1, 2024, specified in AB 2061, and it is likely that this delay will also impact the development of the biannual assessments required under AB 2061. Additionally, the Energy Commission has not yet discussed the development of tools to increase uptime or standards to inform drivers on charger availability, as required under AB 126.

To achieve the statutory requirements described above, CSE recommends the Energy Commission develop clear strategies to store, aggregate, and analyze EV infrastructure data in the long-term. Specifically, CSE encourages the Energy Commission to employ tools such as data warehouses and public dashboards, which can enable detailed assessments of charger accessibility and facilitate the development of consumer tools and standards.

Data warehouses can function as centralized repositories for ingesting and storing significant amounts of data over time. Moreover, storing data in a centralized location can facilitate targeted evaluations of charger reliability and utilization at the individual site level, while also comparing charging behavior across location types, charger types, and use cases. This information can subsequently be used to develop charging usage profiles and accompanying load curves, which will enhance EV load forecasts and inform grid planning efforts.

The information from data warehouses can be visualized on public dashboards. These dashboards can track adherence to statewide reliability goals, such as the Energy Commission's proposed 97 percent uptime standard, while also incorporating geographic information system (GIS) overlays to assess charger reliability and accessibility across specific regions. This granular analysis can facilitate the biannual assessments of equitable charging access required under AB

⁷ California Energy Commission, Staff Report – Tracking and Improving Reliability of California's Electric Vehicle Chargers: Regulations for Improved Electric Vehicle Charging Port Recordkeeping and Reporting, Reliability, and Data Sharing, June 27, 2025, page 22.

⁸ *Id.*

2061. Additionally, dashboards can provide drivers with real-time information on charger availability and accessibility, as required under AB 126. These dashboards can also be used by charging network providers to identify nonoperational chargers and proactively plan for operations and maintenance activities, thereby reducing the amount of total downtime.

3. Adopt enforcement measures to ensure timely and accurate data submittal.

Timely and accurate data on EV infrastructure reliability is necessary to achieve California's EV infrastructure reliability goals. As part of CSE's implementation of CALeVIP, CSE has experienced challenges in receiving data reports in a timely and consistent manner. Electric Vehicle Service Providers (EVSPs) are required to submit periodic data reports as a condition of receiving grant funding through CALeVIP. However, in several instances, CSE has had to repeatedly reach out to EVSPs over the course of several months in order to receive data reports, schedule technical meetings, and receive corrections to previously-submitted data reports that contained errors.

While the quality of data reports have improved over the last few years as reporting processes have become more automated, EVSPs still fail to provide accurate reports on EV infrastructure reliability. Notably, many reports do not provide details on downtime events or the factors that cause downtime, even though such details are explicitly required in the CALeVIP data reporting requirements. The lack of this information makes it difficult to assess the reliability of state-funded EV infrastructure and benchmark performance against reliability goals, such as the 97 percent uptime standard included in the Energy Commission's proposed regulations.

CSE appreciates the Energy Commission's reference to enforcement authority in Section 3135 of the Notice of Additional Public Comment Period and Summary of Changes, which references the Energy Commission's authority to issue civil penalties for entities that incur violations.⁹ However, CSE's experience implementing CALeVIP suggests that a more explicit enforcement framework is necessary to ensure the timely and accurate submittal of reliability data, especially the submittal of hourly data reports, which are more complex than semiannual reports and are not explicitly mentioned in Section 3135. Accordingly, CSE strongly recommends the Energy Commission discuss and adopt robust enforcement mechanisms, including financial penalties, in the final regulations. CSE further recommends that EVSPs that repeatedly fail to submit data reports be excluded, at least temporarily, from being eligible for future grant funding opportunities from the Energy Commission. CSE encourages the Energy

⁹ California Energy Commission, Notice of Additional Public Comment Period and Summary of Changes, September 8, 2025, Section 3135, page 38.

Commission to exercise its enforcement authority judiciously to ensure the collection and evaluation of charger data necessary to achieve California's ambitious reliability goals.

Conclusion

CSE appreciates the opportunity to provide comments in response to the Energy Commission's updated proposed regulations, including the hourly and semiannual data specifications. CSE encourages the Energy Commission to revise and strengthen these data specifications in order to enhance charger reliability and accelerate widespread EV adoption.

Sincerely,

A handwritten signature in black ink, appearing to read "K Chatterjee", is displayed on a light gray rectangular background.

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