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*Comment Received From: Penske Truck Leasing Co., L.P.*
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*Docket Number: 22-EVI-04*

## Penske Truck Leasing Comments on Proposed Changes to the California Energy Commission

Please see attached comment letter from Penske Truck Leasing

*Additional submitted attachment is included below.*

**Andrew Cullen**
Senior Vice President – Fuels and Facility Services

October 24, 2023

Drew Bohan
Executive Director
California Energy Commission
715 P Street
Sacramento, CA 95814

**Re: Penske Truck Leasing Comments on Proposed Changes to the California Energy Commission Docket # 22-EVI-04 Electric Vehicle Charging Infrastructure Reliability**.

Dear Mr. Bohan,

Penske Truck Leasing Co., L.P. (Penske) would like to thank the California Energy Commission (CEC) for the opportunity to provide comments on Docket # 22-EVI-04 Electric Vehicle Charging Infrastructure Reliability. Our company is a nationwide leader in low-emission transportation and has made a company-wide commitment to a comprehensive transition to zero emission vehicles. Our values and our work are aligned with the CEC's commitment to clean energy infrastructure.

Our commitment to zero emission transportation technology is reflected by our investments over the last five years in numerous medium- and heavy-duty electrification demonstration and deployment projects. As a rental and leasing company, Penske understands we play a unique role in accelerating the greater adoption of zero-emission vehicles by enabling fleets to test, iterate, and ultimately adopt zero-emissions in collaboration with an experienced partner. Our projects have afforded Penske invaluable insight into the collaborations necessary for success, including working with agencies such the California Air Resources Board (CARB), national utilities, major vehicle manufacturers, charging infrastructure manufacturers and developers, battery providers, and customers in the deployment and operation of new battery-electric transportation services across the entire supply chain.

We believe there are very few, if any, large transportation providers doing more than Penske to advance zero emission and infrastructure technology. Penske currently operates one of the largest commercial fleets of medium- and heavy-duty zero emission vehicles (ZEVs) in the United States with battery electric powered trucks from multiple OEMs, including Freightliner, Volvo, Navistar, Ford, Roush, Kalmar, Orange EV, and many others. Many of these ZEVs which operate nationally, are fully equipped with medium- and heavy-duty EV charging infrastructure. In addition to our current sites, we are now in the planning and development stages to equip most of our owned sites throughout California with charging equipment that will allow us to advance our shared zero-emission goals.

Penske's considerable experience and expertise with ZEVs is important for our thousands of customers as they begin to transition their fleet to zero emission vehicles. One key part of our expertise has been the development of large-scale charging infrastructure to support our short-term rental and leasing customers' ZEV needs. As we have learned, the success of each ZEV project starts not with the vehicles, but the electricity and infrastructure required to charge those vehicles. This is especially complex when factoring in the nuances of a transient rental business where vehicles constantly are rented and returned with little predictability. As such, and because of range and weight limitations of commercial motor

vehicles, many of our short-term rental ZEVs are used by larger commercial fleets performing localized testing and experimentation to determine what business and operational changes are required in order to support ZEV adoption, and not by traditional short-term rental customers. The simple fact is that at this stage of development, ZEV viability is highly specific to only certain business models or aspects of many organizations. Without widespread retail charging access, business segments like short-term rentals, which serve varied and variable customers, have inherent infrastructure challenges for the ZEV transition.

This is exacerbated when looking at the unique challenges many of our larger customers face when factoring in energy infrastructure and associated required power. We therefore appreciate the CEC's focus on supporting infrastructure scalability and progress for the transportation sector. Our key implementation concerns are around longer-term power availability for large-scale deployments, as well as interoperability challenges associated with commercial electric trucks and infrastructure. We strongly support infrastructure standards and rollout programs to ensure repeatable and reliable charging.

Penske's growing familiarity with ZEVs, coupled with our comprehensive and incomparable understanding of charging infrastructure and real-world commercial fleet applications, uniquely positions us to be a resource for the CEC. Our front-line experience on the availability, use, and application of infrastructure solutions for ZEV charging allows us to serve as a partner in the CEC's efforts to draft, adopt and implement a successful charging regulation. On behalf of the entire Penske team, we want to thank the CEC and your staff for taking the time to hear our concerns and find a way forward that both addresses real-world concerns while also achieving critical zero-emission progress.

As the CEC discusses changes to Docket # 22-EVI-04, Penske has reviewed the draft regulation and would like to articulate the following concerns, based on our experience in California's transportation electrification transition.

- Penske is currently reporting anonymized and aggregated charging data to agencies as part of grant programs in California. Penske is concerned that this would add additional reporting over what is currently being done for the same purpose. We urge the CEC to work with other California agencies to align and avoid redundancy in EVSE reporting requirements.
- Penske operates a combination of networked and non-networked private charging stations with many utilizing funding to offset the high capital cost of design, equipment, construction, and commissioning. We urge the CEC to update Table 5: Confidentiality to include charger address, geographic coordinates, serial number, and port identification number under the To Be Held Confidential heading for private charging stations. Our stations are for the sole use of our fleet, and we consistently have challenges with our charging stations appearing on various charging station location apps. This will relieve private entities of the undue burden of having to file a request for confidential designation every time information under this program is required to be submitted.
- Many private entities with their own networked charging infrastructure dedicated to their fleet, like Penske, may leave vehicles plugged in to chargers for long periods of time without any energy being transferred from the charger. For example, a vehicle may plug into the charger and only draw energy during non-peak time of use periods. Essentially, the charger is "asleep" and will only "wake" and charge the vehicle at a set charging time. Therefore, even though the vehicle may be plugged in, the network software may not recognize the vehicle for a period of time. Therefore, we urge CEC to clarify Table 2: Utilization Reporting Requirements for Networked charger configuration Average hours per day charger was connected to an EV during the reporting period.

- Grid power loss can be long term or fleeting. Moreover, some charging infrastructure includes battery systems and other back up applications in the event of a grid outage. We urge the CEC to more clearly define the grid power loss exclusion under reliability reporting as non-networked chargers and the charging station operators may have limited or no ability to detect and track grid power loss, and more and more stations will be testing, experimenting, and deploying back-up systems that will allow continued utilization during grid power loss. Moreover, we urge the CEC to exclude private entities that operate their own charging infrastructure dedicated to their fleet from the reliability reporting requirements as the regulations state "the expectation is that each port remain functional and operational for use by the public". Private entity chargers not intended for public use should not be required to report under this section.
- Private entities that operate their own charging infrastructure dedicated to their fleet, like Penske, may utilize the services of a network software provider. We urge the CEC to consider treating these private entities differently and allow the option for them to report the required information themselves for their networked chargers. While they will most likely utilize the services of a network provider to compile the data, allowing them the option to control the submission of the information will ensure protection against disclosure of sensitive information.
- To ensure the confidentiality of our business activities, data aggregation needs to be done at a utility or county level instead of zip code or census tract levels. Charging data directly correlates to the business operations and disclosing that data on a zip code or census tract level could inadvertently disclose these operations and violate trade secrets, hurt customer trust, or impose cybersecurity threats.
- Publicly and ratepayer-funded chargers are not explicitly defined in the docket. We have seen an abundance of make-ready programs, especially in California, where funding does not directly go to offsetting the costs of the chargers themselves. Based on the current definitions in the docket, it is unclear whether make-ready funding categorizes the chargers as publicly funded and consequently requires reporting under the proposed publicly and ratepayer-funded charger guidelines.

Penske is appreciative of the opportunity to comment on the Energy Commission's proposed regulation to improve charging reliability. We believe our work aligns with California's zero-emission goals and objectives and hope that we can be a source of value as these regulations are adopted. Penske has and will continue to partner with state regulators, local agencies, and fleets throughout the U.S. to implement zero-emission truck projects.

Given the importance of this regulation and its effect on charger data reporting in California, Penske would like to invite the CEC to discuss this docket further with the staff and communicate these concerns in more detail. To that end, we would like to set up a call with your team to discuss the concerns described above. Please contact me to do so at Andrew.Cullen@penske.com or at (610) 775-6406.

We look forward to engaging with the CEC on the issues raised herein.

Sincerely,

Andrew Cullen
Senior Vice President – Fuels and Facility Services, Penske

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