

Voltera

Please see the attached, "Comments of Voltera in Response to the Clean Fuel Standard Program (Chapter 173-424 WAC) Rulemaking, Informal Comment Period #2" in PDF format.

Please reach out with any questions or for clarification regarding these comments.

Respectfully submitted,

Paul D. Hernandez

Sr. Policy Manager, Government and Utility Relations



June 7, 2024

Adam Saul, Clean Fuel Standard Rule Lead
Department of Ecology
State of Washington
P.O. Box 47600
Olympia, WA 98504-7600

Re: Comments of Voltera in Response to the Clean Fuel Standard Program (Chapter 173-424 WAC) Rulemaking, Informal Comment Period #2¹

Dear Mr. Saul,

Voltera Power LLC (“Voltera”) is pleased to provide comments to the Department of Ecology (“Ecology”) in response to the Informal Comment Period #2 of the Clean Fuel Standard (CFS) Program Rulemaking. The CFS Program has the potential to significantly reduce greenhouse gas (GHG) emissions across Washington by systematically reducing carbon emissions from various sectors while accelerating the deployment of zero-emission fuels, zero-emission vehicles (ZEVs), and electric vehicle (EV) charging infrastructure. Voltera appreciates Ecology’s continued environmental leadership, and the opportunity to provide recommendations regarding the CFS Program.

About Voltera

Voltera sites, invests in, builds, and operates strategically located, fit-for-purpose EV charging facilities enabling our customers to deploy and operate EVs at scale. Voltera provides a charging infrastructure as a service (ClaaS) model. ClaaS is a turnkey solution that includes site identification and acquisition, site development, hardware deployment, operations, and maintenance. Voltera coordinates the entire real estate process for (and often with) customers and develops the site on their behalf. Voltera procures and installs electric vehicle supply equipment (EVSE) hardware and operates and maintains the site, including the EVSE. Reliability, availability, and speed of charging are typically guaranteed through service-level agreements that Voltera holds with our customers.

Voltera’s current initiatives include:

- Goods movement: Voltera has opened its first scaled truck site with 65 installed high-powered DC fast chargers (DCFC) in Lynwood, California. Most recently, Voltera announced planned development of truck charging facilities in Wilmington, California

¹ Filed electronically at: <https://ecology.commentinput.com/?id=7auJYTbfk>

with support from the Federal Highway Administration and the South Coast Air Quality Management District, and in the Savannah, Georgia region with support from the Federal Highway Administration.²

- People movement: Voltera has purchased and is developing multiple properties to support light-duty rideshare electrification, in four states across the country.
- National growth: In February 2024, Voltera announced that we have secured 19 ZEV infrastructure development sites since August 2022, bringing Voltera's portfolio to 21 sites, representing approximately \$150 million of private investment in ZEV infrastructure real estate and over 115 megawatts (MW) of planned charging capacity, with projects across California, Arizona, Texas, Georgia, and Florida.³
- Regulatory: Voltera is actively engaged in multiple regulatory proceedings focused on decision-making that will significantly impact infrastructure development for transportation electrification, including before the California Public Utility Commission and California Air Resources Board.
- Coalition engagement: Voltera's response is informed by discussions that Voltera has undertaken with industry stakeholders and coalition partners. These engagements have included coordination and coalition comment development with Powering America's Commercial Transportation (PACT), and CALSTART. While the comments developed within this response are Voltera's distinct position, many of our recommendations align with those expressed by these stakeholders. In addition, Voltera has signed on in support of the comments filed by CALSTART and supports those filed by PACT.

Based on the industry experience of Voltera's team, we offer the following comments related to the CFS Program.

Comments

Maximize programmatic flexibility.

As an overarching recommendation, Voltera encourages Ecology to establish a CFS Program that promotes flexibility in support of an evolving EV charging sector. In this regard, Voltera's urges Ecology to ensure that the CFS Program is structured to be flexible enough to support

² Website Access: <https://www.volterapower.com/post/voltera-secures-9-6m-federal-grant-to-electrify-major-us-ports-savannah-los-angeles-and-long-beach>

³ Reference: Voltera Solutions, EV Charging and Infrastructure Services. Website Access: <https://www.volterapower.com/solutions>

market and technology innovations that are needed to achieve the diverse goals established across the light-duty (LD) and medium- and heavy-duty (M/HD) sectors while providing the necessary guardrails and financial stability to enable a successful credit market.

Support for the inclusion of M/HD fast charging infrastructure (“M/HD-FCI”) provisions.

Voltera applauds Ecology’s prioritization of provisions specifically tailored to support the M/HD sector as demonstrated by the inclusion of capacity credits for M/HD-FCI sites. This provision will directly support pursuit of key state policy drivers, including the Advanced Clean Trucks (“ACT”) regulation. However, it is imperative that Ecology establish a M/HD FCI provision that recognizes the need for fleet diversity and a program that aligns with the current state (and early stages) of operational planning for the M/HD sector. As such, as Ecology further develops this provision, Voltera recommends consider of the following:

- Limit locational restrictions. It is necessary to stress that the ZEV M/HD sector transition is still in its nascency of operational deployment. As such, flexible terms that encourage market and technology innovation are warranted. Especially in this early stage, Voltera encourages Ecology to enable market actors to deploy M/HD charging infrastructure and technology rapidly and in a manner that is minimally inhibited. This is further recommended given the emerging policy climate related to the National Zero-Emission Freight Corridor Strategy which provides a national framework for ZEV M/HD infrastructure in and around freight hubs and along freight corridors with a pragmatic approach.⁴
- Embolden diverse EV charging. To encourage market diversification and innovative charging solutions, Voltera recommends that Ecology not place unnecessary requirements on the types and configurations of chargers eligible for crediting. This policy approach would promote market- and customer-driven behavior, and, especially in the ZEV M/HD sector, encourage stakeholders to develop innovative approaches to accelerate deployment to support the operational needs and practices of the sector.
- Embolden large scale projects. Voltera recommends that Ecology consider large scale M/HD deployments. Here, Voltera provides a proxy as to the scope and scale of projects that Voltera is deploying (or planning on deploying). As Voltera builds infrastructure consistent with a diverse array of customer needs, we continue to notice a significant pattern in terms of the types and levels of services that are demanded by customers. Specifically, Voltera’s M/HD sites are commonly exceeding 10MW in load demand. With respect to charger quantities, Voltera’s Lynwood site consists of 65 chargers (also known as fueling supply equipment — or FSE). Using this site as reference, Voltera encourages

⁴ Joint Office of Energy and Transportation, “National Freight Corridor Strategy.” National Zero-Emission Freight Corridor Strategy (driveelectric.gov)

Ecology to consider developing a CFS Program that is structured to support projects of this size and magnitude (and larger). In this vein, Voltera encourages Ecology not to create an FSE cap nor a cap that would limit the amount of capacity credits that could be earned for such sites. Such an approach can help motivate investment in higher power chargers that will decrease charge times enabling broader adoption, and stabilize financial investments by EVSE stakeholders. However, in the event that Ecology determines to set such limits, Voltera encourages that such a cap should be in excess of 10MW. Relatedly, to enable efficiency through projects that are even larger, Voltera would encourage Ecology to develop an authorization process (akin to approval by the Director of Ecology) for projects that include higher power capacity and/or higher volumes of FSE.

Enable M/HD-FCI provision eligibility for both public and private charging sites.

Ecology outlines that the M/HD-FCI provision would need to be publicly accessible to be eligible for credits, and further, Ecology is considering extending the provision to sites that support multiple M/HD fleets that are not otherwise publicly accessible (such as sites open to two or more fleets under separate ownership). Voltera acknowledges that Ecology is likely seeking to craft this provision to support diverse and complex customers and segments within the M/HD sector. As such, Voltera encourages Ecology to further consider M/HD-FCI eligibility for sites serving single fleets. Voltera stresses the nascency of the M/HD ZEV sector, and notes that fleet transition will need a mixture of both public and private charging solutions to fulfill the sector's complex operational demands. Voltera encourages Ecology to consider adjusting this provision to better align with the on-the-ground realities of deploying M/HD infrastructure, including its financial complexity. This approach is likely to aid the scale of adoption by individual fleets.

Develop additional LD focused provisions.

Voltera recommends that Ecology develop a LD FCI provision to allow for FCI incentives to be applicable anywhere (and not just for public access), especially in scenarios where infrastructure is specifically built by the private sector and designated to promote infrastructure access for EV ridesharing, EV rentals, or EV carsharing. This approach would embolden stakeholders to more aggressively achieve technological and economically feasible solutions for shared electrification across the Transportation Network Company (TNC), taxi, rental, and carsharing sectors. As noted by Rocky Mountain Institute, "TNCs are critical early candidates for electrification due to their disproportionate impact on carbon dioxide (CO₂) emissions and urban air quality. At roughly 40,000 miles per year, their high annual mileage means that electrifying one TNC vehicle generates three times the emissions reductions of electrifying an average private passenger vehicle. And because TNC miles generally occur in populated areas, TNC electrification will also

benefit public health by displacing toxic tailpipe emissions and improving urban air quality.”⁵ As such, it is recommended that Ecology explore the potential to create provisions within the CFS Program that will encourage accelerated adoption across the TNC, taxi, rental, and carsharing sectors to promote emissions reduction.

Conclusion

In summary, Voltera encourages Ecology to consider:

- Maximizing programmatic flexibility
- Implementing M/HD-FCI provisions that limit locational restrictions, embolden diverse EV charging options, embolden large scale projects, and support both public and private charging options
- Developing LD fleet provisions that promote the development of EV charging infrastructure in support of the TNC, taxi, rental, and carsharing sectors

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Respectfully submitted,



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⁵ Understanding the Clean Miles Standard Regulation for Ride hailing Companies; How CMS, by helping electrify California’s ride hailing, is a recipe for rapid, disruptive change. June 28, 2023; Website Access: <https://rmi.org/understanding-the-clean-miles-standard-regulation-for-ride-hailing-companies/>