

**DOCKETED**

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## **October 27, 2025 Advisory Committee Meeting for the Clean Transportation Program — Automated transcript with light corrections**

Zoom recording available at the event webpage:

<https://www.energy.ca.gov/event/workshop/2025-10/public-meeting-advisory-committee-clean-transportation-program-investment>

Advisory Committee members who attended remotely:

Beverly Greene

Mars Wu

Daniel Ferguson

Rev. Charles Dorsey

Elise Candelaria

Rev. Harvey Vaughn III

Gia Vacin

Sam Wilson

Gillian Gillett

Suzanne Caflisch

Katrina Fritz

Ted Lamm

Larry Engelbrecht

Teresa Bui

Luis Olmedo

Vanessa Warheit

Mariela Ruacho

WEBVTT

1

00:00:24.480 --> 00:00:33.270

Charles Smith (CEC): All right, good morning, everyone. We're going to give another minute for advisory committee members and members of the public to continue logging in, and then we'll get started.

2

00:01:38.640 --> 00:01:47.459

Charles Smith (CEC): Okay. Good morning, everyone. Thank you for joining us today. This is the public meeting of the Advisory Committee for the Clean Transportation Program Investment Plan.

3

00:01:47.580 --> 00:02:01.330

Charles Smith (CEC): It's great to see everyone online and in the room. My name is Charles Smith, and I'm a branch manager within the California Energy Commission's Fuels and Transportation Division. Joining us today is our Lead Commissioner on Transportation, Nancy Skinner, and members of her staff.

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00:02:01.820 --> 00:02:09.890

Charles Smith (CEC): Other CEC staff who have contributed to today's materials are also here, including Benjamin Tuggy, my co-presenter and staff lead on the investment plan.

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00:02:10.139 --> 00:02:11.410

Charles Smith (CEC): Next slide, please.

6

00:02:14.310 --> 00:02:27.680

Charles Smith (CEC): Just a couple of housekeeping items before we begin. This meeting is being recorded. We're grateful for the opportunity to have this be a hybrid public meeting with virtual or remote participation, possible through Zoom or via telephone.

7

00:02:28.360 --> 00:02:35.570

Charles Smith (CEC): For our advisory committee members who are participating remotely, we ask that you please keep your camera on while you are speaking or unmuted.

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00:02:35.840 --> 00:02:42.560

Charles Smith (CEC): If you're having internet connectivity or other technological challenges that prevent this, please let us know the reason for going off camera.

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00:02:43.310 --> 00:02:51.330

Charles Smith (CEC): The meeting event webpage is listed here, and it includes a copy of this slide deck, as well as a link to the investment plan document that will be discussed.

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00:02:51.800 --> 00:02:57.100

Charles Smith (CEC): Also listed here is a link to where you can find a public comment on the investment plan.

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00:02:57.280 --> 00:03:03.659

Charles Smith (CEC): Where you can file a public comment on the investment plan. We ask for those comments by Friday, November 7th.

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00:03:03.920 --> 00:03:06.940

Charles Smith (CEC): And we'll get those links into the Zoom chat as well.

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00:03:07.530 --> 00:03:08.820

Charles Smith (CEC): Next slide, please.

14

00:03:11.910 --> 00:03:20.780

Charles Smith (CEC): Alright, here's a quick rundown of today's agenda. We'll start with Advisory Committee member roll call, and then Commissioner Skinner will make some opening remarks.

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00:03:20.990 --> 00:03:30.249

Charles Smith (CEC): We'll then provide background on the Clean Transportation Program and an overview of the draft investment plan update, followed by advisory committee member discussion.

16

00:03:30.620 --> 00:03:43.540

Charles Smith (CEC): Finally, we will have a public comment period late in the afternoon, and then conclude with closing remarks. I should add, we're not planning a lunch break during this meeting, hoping to keep momentum throughout.

17

00:03:44.470 --> 00:03:45.790

Charles Smith (CEC): Next slide, please.

18

00:03:48.010 --> 00:04:01.249

Charles Smith (CEC): All right, we'll now do a quick roll call of advisory committee members. Before going through the list, we'd like to welcome Chris Grundler from the California Air Resources Board, the new CalEPA representative to the committee. Welcome, Chris.

19

00:04:01.960 --> 00:04:10.580

Charles Smith (CEC): I'll be reading through the member names and organizations. Please unmute yourself if on Zoom, and chime in with here or present as your name is read.

20

00:04:11.490 --> 00:04:13.390

Charles Smith (CEC): Commissioner Skinner?

21

00:04:14.280 --> 00:04:18.889

Charles Smith (CEC): Oh, and if you can... when you speak, if you could tap the microphone, just so...

22

00:04:19.209 --> 00:04:21.860

Beverly Greene, Santa Clara Valley Transportation Authority (VTA: Here, nearby.

23

00:04:21.860 --> 00:04:25.100

Charles Smith (CEC): I may have to check that microphone.

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00:04:26.050 --> 00:04:27.930

Charles Smith (CEC): Beverly Greene?

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00:04:36.000 --> 00:04:39.910

Beverly Greene: I'm here, did you get me? Yes, yes, thank you.

26

00:04:48.740 --> 00:04:49.450

Charles Smith (CEC): Alright.

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00:05:11.460 --> 00:05:14.099

Charles Smith (CEC): It's just one second, folks. Oh.

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00:05:14.880 --> 00:05:17.899

Charles Smith (CEC): Maybe... we're okay again? Alright.

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00:05:18.420 --> 00:05:25.679

Charles Smith (CEC): Thank you, Beverly. Bill Magavern, Coalition... thank you. Brittany Carpenter?

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00:05:30.150 --> 00:05:30.949

Charles Smith (CEC): Brittany Carpenter

31

00:05:37.270 --> 00:05:40.320

Charles Smith (CEC): Okay, chris Grundler?

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00:05:41.100 --> 00:05:41.870

Chris Grundler: Present.

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00:05:42.110 --> 00:05:44.679

Charles Smith (CEC): Thank you. Daniel Ferguson?

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00:05:44.990 --> 00:05:46.750

Daniel Ferguson: Present.

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00:05:47.920 --> 00:05:49.480

Charles Smith (CEC): Elise Candelaria?

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00:05:51.810 --> 00:05:52.580

Elise Candelaria: Present.

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00:05:53.020 --> 00:05:53.670

Charles Smith (CEC): Thank you.

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00:05:54.380 --> 00:05:55.500

Charles Smith (CEC): Gia Vacin?

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00:05:56.170 --> 00:05:57.549

Gia Vacin | GO-Biz: Good morning, present.

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00:05:57.800 --> 00:05:58.580

Charles Smith (CEC): Thank you.

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00:05:58.840 --> 00:06:00.110

Charles Smith (CEC): Gillian Gillett?

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00:06:08.050 --> 00:06:08.680

Charles Smith (CEC): Gillian?

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00:06:08.680 --> 00:06:10.310

Rev. Charles Dorsey: Charles Dorsey is present.

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00:06:11.770 --> 00:06:12.860

Charles Smith (CEC): I'm sorry, who was that?

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00:06:13.330 --> 00:06:15.490

Rev. Charles Dorsey: Dr. Charles Dorsey.

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00:06:15.490 --> 00:06:17.040

Charles Smith (CEC): Oh, thank you, Dr. Dorsey.

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00:06:18.400 --> 00:06:19.620

Charles Smith (CEC): Gregory Cane?

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00:06:20.400 --> 00:06:21.949

Charles Smith (CEC): Here. Thank you.

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00:06:22.140 --> 00:06:23.760

Charles Smith (CEC): Jennifer Cohen?

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00:06:25.560 --> 00:06:26.670

Charles Smith (CEC): Joel Levin?

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00:06:33.420 --> 00:06:36.420

Charles Smith (CEC): Joel? Okay. Katrina Fritz?

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00:06:36.420 --> 00:06:37.390

Katrina Fritz: Present.

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00:06:37.540 --> 00:06:39.399

Charles Smith (CEC): Thank you. Kevin Hamilton?

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00:06:44.940 --> 00:06:46.570

Charles Smith (CEC): Okay, next slide, please.

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00:06:46.970 --> 00:06:48.189

Charles Smith (CEC): Larry Engelbrecht.

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00:06:48.190 --> 00:06:50.700

Larry Engelbrecht: Present? I got it, bro.

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00:06:51.840 --> 00:06:53.560

Charles Smith (CEC): Laura Renger?

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00:06:54.090 --> 00:06:54.950

Charles Smith (CEC): Thank you.

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00:06:55.140 --> 00:06:56.449

Charles Smith (CEC): Luis Olmedo?

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00:07:00.890 --> 00:07:01.770



Charles Smith (CEC): Luis?

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00:07:04.890 --> 00:07:06.870

Charles Smith (CEC): Mariela Ruacho?

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00:07:08.990 --> 00:07:09.800

Mariela Ruacho: Present.

63

00:07:10.110 --> 00:07:11.820

Charles Smith (CEC): Thank you. Mars Wu?

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00:07:12.420 --> 00:07:13.190

Mars Wu (they/she), Greenlining: Present

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00:07:13.720 --> 00:07:15.539

Charles Smith (CEC): Thank you. Micah Mitroski?

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00:07:20.290 --> 00:07:23.040

Charles Smith (CEC): Micah? Okay. Michael Pimentel?

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00:07:25.430 --> 00:07:26.350

Charles Smith (CEC): Thank you.

68

00:07:26.880 --> 00:07:28.230

Charles Smith (CEC): Morris Lum?

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00:07:31.340 --> 00:07:32.280

Charles Smith (CEC): Morris?

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00:07:34.610 --> 00:07:35.890

Charles Smith (CEC): Nick Blair?

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00:07:38.990 --> 00:07:39.700

Charles Smith (CEC): Nick?

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00:07:41.130 --> 00:07:44.579

Charles Smith (CEC): Reverend Dorsey, thank you. Reverend Vaughn?

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00:07:46.010 --> 00:07:48.249

Rev. Harvey Vaughn III: You have something dedicated...

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00:07:48.250 --> 00:07:49.039

Charles Smith (CEC): Thank you.

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00:07:49.420 --> 00:07:50.630

Charles Smith (CEC): Sam Wilson?

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00:07:52.320 --> 00:07:53.609

Sam Wilson - UCS: I'm here, thank you.

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00:07:54.130 --> 00:07:54.929

Charles Smith (CEC): Thank you.

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00:07:55.300 --> 00:07:56.920

Charles Smith (CEC): Suzanne Caflisch?

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00:07:57.270 --> 00:07:58.710

Suzanne Caflisch - Better World Group: Here, thank you.

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00:07:58.710 --> 00:08:00.430

Charles Smith (CEC): Thank you. Ted Lamm?

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00:08:01.270 --> 00:08:02.150

Ted Lamm: Present.

82

00:08:02.460 --> 00:08:04.499

Charles Smith (CEC): Thank you. Teresa Bui?

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00:08:07.190 --> 00:08:08.080

Teresa Bui: Present...

84

00:08:08.540 --> 00:08:10.769

Charles Smith (CEC): Thank you. And Vanessa Warheit.

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00:08:13.040 --> 00:08:13.870

Vanessa Warheit: I'm here.

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00:08:14.830 --> 00:08:25.260

Charles Smith (CEC): Thank you. All right, were there any members who heard their names but couldn't respond to the roll call on time? Please feel free to chime in now.

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00:08:29.560 --> 00:08:32.649

Gillian Gillett: Hey, sorry I'm late, this is Gillian Gillett from Caltrans.

88

00:08:32.659 --> 00:08:33.919

Charles Smith (CEC): Great, thank you, Gillian.

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00:08:33.919 --> 00:08:34.479

Gillian Gillett: Sure.

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00:08:36.240 --> 00:08:42.479

Charles Smith (CEC): Okay. Well, thank you, Advisory Committee members. We greatly appreciate you being with us today, and we look forward to your feedback.

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00:08:42.799 --> 00:08:44.850

Charles Smith (CEC): Next slide, please.

92

00:08:45.240 --> 00:08:49.310

Charles Smith (CEC): And at this point, I'd like to invite Commissioner Skinner to provide her opening remarks.

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00:08:51.280 --> 00:08:55.060

Nancy Skinner (CEC): Charles, thank you so much, and I want to appreciate,

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00:08:56.130 --> 00:08:58.850

Nancy Skinner (CEC): I want to appreciate the work that,

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00:08:58.950 --> 00:09:01.540

Nancy Skinner (CEC): Our staff has done to prepare for this meeting.

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00:09:02.220 --> 00:09:11.550

Nancy Skinner (CEC): Benjamin, of course, and Marissa Williams, Mabel Lopez, Hannon, who's on his way, he's our Division Director, Melanie Vail.

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00:09:11.600 --> 00:09:26.370

Nancy Skinner (CEC): Jen Kalafut, and many other FTD staff that worked on this, and our good sound technician here. And of course, I want to thank all of you for joining us for this advisory committee today to discuss the

98

00:09:26.520 --> 00:09:35.550

Nancy Skinner (CEC): proposed investment plan update for the 25-26, Clean Transportation Fund revenues.

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00:09:38.240 --> 00:09:54.379

Nancy Skinner (CEC): Our transportation goals, our zero-emission transportation goals, as directed by the governor and the legislature, are to accelerate zero-emission vehicle adoption, strengthen programs that will help us move past early adopters.

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00:09:54.450 --> 00:10:08.519

Nancy Skinner (CEC): Improve driver confidence through expanding access to and reliability of charging and zero-emission fueling infrastructure, and of course, to expand charging opportunities at home for those, to help

101

00:10:08.760 --> 00:10:12.420

Nancy Skinner (CEC): With EV acquisition, because that's one of the biggest barriers.

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00:10:12.930 --> 00:10:24.090

Nancy Skinner (CEC): So I figured before we, have the wonderful staff presentation, and they've done an excellent PowerPoint, which I hope you all had a chance to review since it was part of the docket.

103

00:10:24.090 --> 00:10:34.419

Nancy Skinner (CEC): But I wanted to highlight these things because I'm sure a few of you may have looked at the proposed plan and said, whoa, what's the matter? What CEC lost their mind? Are they...

104

00:10:34.540 --> 00:10:43.439

Nancy Skinner (CEC): pulling back from medium duty and heavy duty, and by no means, we are not. So, I wanted to point out

105

00:10:43.550 --> 00:10:58.470

Nancy Skinner (CEC): that in this proposed plan, the funding amounts that are outlined in the table depict just the revenue, the Clean Transportation Program revenue, which is a very fixed source of revenue from certain vehicle fees.

106

00:10:58.530 --> 00:11:14.450

Nancy Skinner (CEC): that it depicts just the revenue that we are gonna... that we are receiving in this fiscal year, 2025-26, which I note we are in the midst of. So that fiscal year started July 1, it ends on June 30th.

107

00:11:14.770 --> 00:11:26.609

Nancy Skinner (CEC): The, the, the other thing the table shows, so in the first year, the total dollar amount's a little higher than the following year, and that is because we had a small portion

108

00:11:26.780 --> 00:11:31.450

Nancy Skinner (CEC): Of unspent funds that we needed to reallocate.

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00:11:31.550 --> 00:11:47.659

Nancy Skinner (CEC): And that's explained, and will be explained by staff. So that's why the total dollar amount in this fiscal year is a little higher than what you see projected for the next fiscal year, which just reflects the projected revenue, which is about \$98 million or so.

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00:11:48.160 --> 00:11:53.760

Nancy Skinner (CEC): Now... The funds shown in that table do not

111

00:11:54.620 --> 00:12:08.919

Nancy Skinner (CEC): Do not account for any open solicitations that we have right now, or the open solicitations that staff have already prepared and are about to launch, say, next month or the month after.

112

00:12:09.260 --> 00:12:23.389

Nancy Skinner (CEC): And those will be detailed in the PowerPoint. But, for example, there's a very large amount of currently open, heavy-duty solicitations. There's a 40 million hydrogen solicitation that is going to launch next month.

113

00:12:23.490 --> 00:12:38.510

Nancy Skinner (CEC): And there is another very large amount for heavy duty that is, will be out, like, in the first quarter of 26. That is not part of the revenue that we are receiving this year.

114

00:12:40.020 --> 00:12:57.579

Nancy Skinner (CEC): So, I wanted to just give that as kind of an overview in the beginning, which explains why, in this particular year's revenue, we are recommending to put the bulk of it towards light duty, because we do not have

115

00:12:57.900 --> 00:13:12.309

Nancy Skinner (CEC): new funds dedicated to us for light duty infrastructure, nor do we have planned... we don't have... we're not holding on to funds yet for that, nor do we have any planned open solicitations in the way that we do for both

116

00:13:12.440 --> 00:13:25.710

Nancy Skinner (CEC): medium duty, heavy duty, and hydrogen. So, I'm gonna leave it at that. Staff will go over it in more detail, and of course, we'll have back and forth, and I look forward to hearing your thoughts and feedback. Thank you.

117

00:13:28.800 --> 00:13:31.089

Charles Smith (CEC): Great. Thank you, Commissioner.

118

00:13:32.410 --> 00:13:34.640

Charles Smith (CEC): Next slide, please.

119

00:13:36.580 --> 00:13:43.240

Charles Smith (CEC): So, I'll begin by providing some quick background for the Clean Transportation Program and Investment Plan. Next slide.

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00:13:45.650 --> 00:14:03.900

Charles Smith (CEC): So the transportation sector creates about 50% of statewide greenhouse gas emissions when including fuel production, as well as significant harms to public health and environmental quality. So, in response, California has established some of the world's most ambitious goals to mitigate these impacts and protect public health

121

00:14:04.200 --> 00:14:07.880

Charles Smith (CEC): By quickly shifting to zero-emission vehicles, or ZEVs.

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00:14:08.150 --> 00:14:15.509

Charles Smith (CEC): Achieving these goals requires adequate charging and hydrogen refueling infrastructure deployed in time to serve these vehicles.

123

00:14:16.330 --> 00:14:27.790

Charles Smith (CEC): The Clean Transportation Program began back in 2008 and was reauthorized through July 1st, 2035, and is funded through vehicle registration, identification plate, and smog abatement fees.

124

00:14:28.340 --> 00:14:36.889

Charles Smith (CEC): The program provides about \$100 million per year in grants and incentives, mainly to accelerate the deployment of ZEV infrastructure across the state.

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00:14:37.400 --> 00:14:49.380

Charles Smith (CEC): In recent years, the governor and legislature have also provided significant general funds and greenhouse gas reduction funds that we administer to complement the \$100 million in base funds for the Clean Transportation Program.

126

00:14:50.250 --> 00:15:00.990

Charles Smith (CEC): Across all our investments and efforts, we are committed to ensuring that the Clean Transportation Program funding and project benefits flow to low-income and disadvantaged communities across the state.

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00:15:01.350 --> 00:15:18.239

Charles Smith (CEC): As of July of this year, 61% of the Clean Transportation Program and supplemental funds have gone toward projects located in low-income or disadvantaged communities. The 61% excludes certain projects for which we do not yet know the specific site address.

128

00:15:18.960 --> 00:15:35.249

Charles Smith (CEC): Moving forward, in addition to tracking projects deployed in priority areas, CEC staff intend to track other community benefits and equity criteria as outlined in statute, including investments that fill gaps in the equitable distribution of light-duty charging infrastructure.

129

00:15:35.270 --> 00:15:41.760

Charles Smith (CEC): And infrastructure deployed for public transportation, school buses, or other medium and heavy duty vehicles.

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00:15:42.040 --> 00:15:43.299

Charles Smith (CEC): Next slide, please.

131



00:15:46.350 --> 00:15:53.180

Charles Smith (CEC): Now I'll give some updates on recent CEC ZEV infrastructure activities, starting with the medium and heavy duty sector.

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00:15:53.460 --> 00:15:59.130

Charles Smith (CEC): We use different funding structures with different requirements and levels of oversight for different purposes.

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00:15:59.240 --> 00:16:06.740

Charles Smith (CEC): Broadly, much of our funding falls into two structures, targeted solicitations and block grant incentive programs.

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00:16:07.540 --> 00:16:18.700

Charles Smith (CEC): The CEC has multiple active targeted solicitations and block grant opportunities focused on the medium and heavy duty sector. This slide discusses first the targeted solicitations.

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00:16:18.860 --> 00:16:31.249

Charles Smith (CEC): We have an active ports-focused solicitation, which provides up to \$60 million in funds for projects that will deploy charging or hydrogen refueling infrastructure for California seaports and land ports of entry.

136

00:16:31.600 --> 00:16:34.500

Charles Smith (CEC): Applications are due on November 21st.

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00:16:35.360 --> 00:16:53.109

Charles Smith (CEC): Our ZEV Infrastructure Blueprint Implementation Solicitation provides up to \$40 million in funds for projects that will implement ZEV infrastructure projects that were developed and identified in the final blueprint planning documents from our prior medium-heavy Duty Blueprint solicitation.

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00:16:53.490 --> 00:16:57.670

Charles Smith (CEC): The application period for that solicitation closes December 5th.

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00:16:59.050 --> 00:17:12.200

Charles Smith (CEC): We also have an open solicitation providing up to \$20 million in funds for projects that will fund the deployment of depot charging and hydrogen refueling infrastructure for medium and heavy-duty on-road ZEVs.

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00:17:12.589 --> 00:17:15.540

Charles Smith (CEC): This funding opportunity closes December 12th.

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00:17:16.660 --> 00:17:17.910

Charles Smith (CEC): Next slide, please.

142

00:17:20.609 --> 00:17:26.549

Charles Smith (CEC): There's also funding for medium and heavy-duty ZEV infrastructure through our block grant program, EnergIIZE.

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00:17:26.950 --> 00:17:38.009

Charles Smith (CEC): Under EnergIIZE, the EV fast track, hydrogen, and public charging funding lanes were consolidated, and incentives were updated with a higher per-project maximum award.

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00:17:38.620 --> 00:17:49.090

Charles Smith (CEC): Applications were open from May through July 15th this year, and those applications are being scored in two batches, with initial awards expected to be announced later this month.

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00:17:50.360 --> 00:17:57.879

Charles Smith (CEC): The transit and drayage set-aside funding lanes remained open through most of 2025 and closed on October 2nd.

146

00:17:58.320 --> 00:18:06.120

Charles Smith (CEC): In May, the incentives changed to a per-port award amount, with a maximum project award of \$5 million.

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00:18:07.800 --> 00:18:17.119

Charles Smith (CEC): Expected tomorrow, so very exciting, EnergIIZE will launch a new megawatt charging standard pilot funding lane, specific to drayage projects.

148

00:18:17.360 --> 00:18:26.949

Charles Smith (CEC): Applicants looking to purchase and install megawatt charging standard capable chargers can apply for up to \$500,000 per port installed.

149

00:18:27.410 --> 00:18:33.549

Charles Smith (CEC): This funding lane will offer \$10 million initially, and will remain open through February of next year.

150

00:18:36.320 --> 00:18:37.580

Charles Smith (CEC): Next slide, please.

151

00:18:39.810 --> 00:18:49.320

Charles Smith (CEC): In addition to the recent and open funding opportunities for the medium and heavy duty sectors, we wanted to highlight a couple other planned activities for this fiscal year.

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00:18:49.710 --> 00:19:00.349

Charles Smith (CEC): The CEC received a new \$38 million appropriation for heavy-duty infrastructure, approved in the 2025-2026 Greenhouse Gas Reduction Fund budget.

153

00:19:00.970 --> 00:19:09.670

Charles Smith (CEC): And additional solicitations for approximately \$75 million are anticipated to be opened before June 30th of next year.

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00:19:10.280 --> 00:19:13.579

Charles Smith (CEC): Next slide. Charles, if I could make a quick note. Please.

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00:19:13.820 --> 00:19:17.660

Nancy Skinner (CEC): So, those, as I mentioned when I opened.

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00:19:18.380 --> 00:19:24.790

Nancy Skinner (CEC): Those amounts are not reflected in the table, because they are, like, the new monies that

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00:19:25.430 --> 00:19:34.350

Nancy Skinner (CEC): none of us knew about until the legislature acted in, their last... I think it was the second-to-last or last day of session in September.

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00:19:34.450 --> 00:19:36.490

Nancy Skinner (CEC): was from GGRF funds.

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00:19:36.610 --> 00:19:46.989

Nancy Skinner (CEC): not from Clean Transportation Program funds, so thus it is not in our table. Our table only reflects the specific Clean Transportation Program revenues.

160

00:19:49.260 --> 00:20:01.539

Charles Smith (CEC): Thank you. Next slide, please. So this kind of drives home that point. To recap, for medium and heavy duty ZEV infrastructure, we currently have 3 open solicitations, totaling \$120 million in funding.

161

00:20:01.790 --> 00:20:16.169

Charles Smith (CEC): We received an additional \$38 million from the Greenhouse Gas Reduction Fund for heavy-duty infrastructure projects, and we have planned solicitations for approximately \$75 million in funding to open this fiscal year.

162

00:20:16.860 --> 00:20:32.919

Charles Smith (CEC): Additionally, the CEC has \$170 million available from Clean Transportation Program and non-Clean Transportation Program funds that'll be allocated to Energize and other medium and heavy duty solicitations, potentially in this fiscal year or beyond.

163

00:20:33.230 --> 00:20:40.630

Charles Smith (CEC): In total, over \$400 million in existing funds are available for medium and heavy duty ZEV infrastructure.

164

00:20:41.740 --> 00:20:42.950

Charles Smith (CEC): Next slide, please.

165

00:20:45.060 --> 00:20:53.740

Charles Smith (CEC): Alright, this slide discusses key updates for the light-duty charging infrastructure deployments that we're funding, focusing on two block grant programs.

166

00:20:53.930 --> 00:21:00.859

Charles Smith (CEC): the California Electric Vehicle Infrastructure Project, or CALeVIP 2.0, and Communities in Charge.

167

00:21:01.520 --> 00:21:07.339

Charles Smith (CEC): CALeVIP 2.0 is focused on deploying public DC fast charging across the state.

168

00:21:07.500 --> 00:21:14.479

Charles Smith (CEC): This block grant provides \$55 million in the most recent WIT funding window through October 29th.

169

00:21:14.720 --> 00:21:20.989

Charles Smith (CEC): And prioritizes ready-to-build projects located in tribal, low-income, and disadvantaged communities.

170

00:21:21.650 --> 00:21:41.150

Charles Smith (CEC): Meanwhile, Communities in Charge is focused on deploying Level 1 and 2 chargers. Communities in Charge has designated its current funding wave, or sorry, designed its current funding wave with \$56 million available to focus exclusively on multifamily housing and multifamily housing-related sites.

171

00:21:41.430 --> 00:21:44.979

Charles Smith (CEC): This grant opportunity closes on January 9th.

172

00:21:46.030 --> 00:21:47.340

Charles Smith (CEC): Next slide, please.

173

00:21:49.660 --> 00:22:06.339

Charles Smith (CEC): We also have released a number of hydrogen-specific funding solicitations over the years. The most recent, offering up to \$15 million, closed in January of this year. \$1.5 million was awarded for projects doing operations and maintenance at existing stations.

174

00:22:07.280 --> 00:22:18.339

Charles Smith (CEC): We hope to release our next hydrogen-specific solicitation soon, which will likely offer up to \$40 million in funding for all three vehicle segments, that is, light, medium, and heavy duty.

175

00:22:19.270 --> 00:22:25.790

Charles Smith (CEC): We also continue funding development of the workforce necessary to build and maintain that infrastructure.

176

00:22:26.060 --> 00:22:35.940

Charles Smith (CEC): One recent activity is developing our Electric Vehicle Infrastructure Training Program, or EVITP fund, in partnership with the California Employment Training Panel.

177

00:22:36.520 --> 00:22:42.729

Charles Smith (CEC): EVITP certification is required to work on many EV charging projects funded by the CEC.

178

00:22:42.880 --> 00:22:45.859

Charles Smith (CEC): And this fund helps electricians to become certified.

179

00:22:46.280 --> 00:22:51.490

Charles Smith (CEC): A new funding window for the EVITP fund is anticipated to be opened this fall.

180

00:22:52.330 --> 00:23:02.409

Charles Smith (CEC): A skilled workforce is also needed to provide service, maintenance, and repair of deployed charging infrastructure to ensure chargers are available for their entire useful life.

181

00:23:02.870 --> 00:23:11.550

Charles Smith (CEC): The CEC expects to release a solicitation this winter to fund projects that will increase the workforce to service charging equipment.

182

00:23:12.160 --> 00:23:13.420

Charles Smith (CEC): Next slide, please.

183

00:23:15.430 --> 00:23:16.130

Charles Smith (CEC): Right?

184

00:23:16.400 --> 00:23:23.480

Charles Smith (CEC): Now I'd like to turn it over to Benjamin Tuggy, who will present on the 2025-26 investment plan update itself.

185

00:23:24.190 --> 00:23:32.950

Nancy Skinner (CEC): And just before Benjamin starts, all of the dollar amounts that Charles just went through, are all funds that...

186

00:23:32.990 --> 00:23:49.500

Nancy Skinner (CEC): We either... that... from CTP revenues from past, or from GGRF past revenues, or various other past revenues, none of them, none of the dollar amounts that Charles just went through are from this year's

187

00:23:49.510 --> 00:23:56.459

Nancy Skinner (CEC): CTP revenue, so they're not reflected in the table. So everything in the table would be new, additional to.

188

00:23:59.480 --> 00:24:03.919

Benjamin Tuggy (CEC): Absolutely. Thank you, Commissioner Skinner, for the clarification, and thank you, Charles.

189

00:24:04.710 --> 00:24:16.180

Benjamin Tuggy (CEC): I'd like to give some more context and a summary of the feedback received on the Clean Transportation Program investment plan update process from earlier this year.

190

00:24:16.560 --> 00:24:23.569

Benjamin Tuggy (CEC): And then give an overview of key points of the 2025-2026 Investment Plan Update Staff Draft.

191

00:24:24.320 --> 00:24:30.689

Benjamin Tuggy (CEC): Followed by that, we will have advisory committee discussion, and then public comment. Next slide, please.

192

00:24:33.260 --> 00:24:48.790

Benjamin Tuggy (CEC): So, statute requires the CEC to annually update an investment plan that communicates our strategic vision, determines the funding priorities and opportunities, and gives an analytical rationale for the proposed expenditures.

193

00:24:49.480 --> 00:24:57.859

Benjamin Tuggy (CEC): And the investment plan provides a high-level view, so it identifies general funding categories, rather than specific projects.

194

00:24:58.690 --> 00:25:09.469

Benjamin Tuggy (CEC): Specifically, the investment plan identifies how the Clean Transportation Program funds of about \$100 million per year, which we have sometimes called base funds in the past.

195



00:25:10.020 --> 00:25:17.680

Benjamin Tuggy (CEC): Will be allocated across different fuels, vehicle sectors, and supporting activities like workforce development.

196

00:25:19.050 --> 00:25:26.759

Benjamin Tuggy (CEC): The investment plan also discusses supplemental funding allocations from the Greenhouse Gas Reduction Fund, which we cannot change.

197

00:25:27.880 --> 00:25:40.310

Benjamin Tuggy (CEC): When developing the investment plan, the CEC considers the context of state and federal funding and policies, and coordinates with other state agencies, such as the California Air Resources Board.

198

00:25:40.930 --> 00:25:52.910

Benjamin Tuggy (CEC): Our investments are guided by analyses we conduct around current and future infrastructure needs, and we gather input from the Clean Transportation Program Advisory Committee.

199

00:25:53.080 --> 00:25:57.870

Benjamin Tuggy (CEC): The Disadvantaged Communities Advisory Group, and the public. Next slide, please.

200

00:26:00.060 --> 00:26:15.280

Benjamin Tuggy (CEC): I'll also give a quick overview of some of the legislative direction on clean transportation program investments. So, Assembly Bill 126, which reauthorized the program, added some new requirements, including for how we allocate the funds.

201

00:26:15.770 --> 00:26:30.640

Benjamin Tuggy (CEC): One requirement is to prioritize light-duty infrastructure that helps fill in gaps in infrastructure identified by certain CEC assessments. Our Assembly Bill 2127 and Senate Bill 1000 assessments.

202

00:26:30.950 --> 00:26:40.159

Benjamin Tuggy (CEC): And that helps meet Executive Order N-79-20 goals for zero-emission transportation in California.

203

00:26:41.530 --> 00:26:46.310

Benjamin Tuggy (CEC): The law also requires prioritizing medium and heavy duty infrastructure.

204

00:26:47.790 --> 00:26:57.970

Benjamin Tuggy (CEC): It requires that we spend at least 15% of program funds per year on hydrogen. There are some caveats, and that does not specify the vehicle segment.

205

00:26:58.710 --> 00:27:09.740

Benjamin Tuggy (CEC): And finally, Assembly Bill 126 also requires that at least 50% of funds directly benefit disadvantaged and low-income communities. Next slide, please.

206

00:27:11.390 --> 00:27:21.409

Benjamin Tuggy (CEC): So, as the Advisory Committee might recall, the 2025-2026 investment plan update started with a guiding principles document released this spring.

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00:27:21.880 --> 00:27:30.979

Benjamin Tuggy (CEC): And that document was even more high-level, so it focused on a few key proposed concepts that I'll recap here.

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00:27:31.700 --> 00:27:36.340

Benjamin Tuggy (CEC): So, one is that we propose setting a multi-year funding plan

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00:27:36.690 --> 00:27:43.369

Benjamin Tuggy (CEC): Funding could still change, but the multi-year plan is intended to give more clarity on CE goals.

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00:27:44.570 --> 00:27:49.669

Benjamin Tuggy (CEC): We propose to prioritize fast charging when it comes to EV infrastructure.

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00:27:50.160 --> 00:27:58.320

Benjamin Tuggy (CEC): And also to keep supporting multifamily homes and rural and disadvantaged communities in particular.

212

00:27:58.720 --> 00:28:08.059

Benjamin Tuggy (CEC): And identify more locations that have long dwell times for charging, where lower power charging, such as level 2, makes sense.

213

00:28:08.900 --> 00:28:13.370

Benjamin Tuggy (CEC): And we proposed a focus on flexibility and responsiveness.

214

00:28:13.540 --> 00:28:25.200

Benjamin Tuggy (CEC): One aspect of that is that we encourage light-duty charging and hydrogen refueling stations to be open to medium-duty vehicles, and vice versa, where that's possible.

215

00:28:25.730 --> 00:28:27.230

Benjamin Tuggy (CEC): Next slide, please.

216

00:28:31.700 --> 00:28:43.929

Benjamin Tuggy (CEC): Here's a summary of some of the key feedback we received on those guiding principles. So these are kind of phrased as questions, with the answers meant to summarize some of the different opinions received.

217

00:28:45.130 --> 00:28:51.430

Benjamin Tuggy (CEC): We've generally incorporated these requests into the proposed staff draft funding allocations.

218

00:28:51.550 --> 00:28:56.279

Benjamin Tuggy (CEC): Or forwarded feedback to the appropriate teams that develop solicitations.

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00:28:57.320 --> 00:29:06.950

Benjamin Tuggy (CEC): So the first, key category is we received a fairly positive response to the proposal to prioritize fast charging.

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00:29:07.210 --> 00:29:09.799

Benjamin Tuggy (CEC): But there were concerns about cost.

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00:29:09.990 --> 00:29:18.170

Benjamin Tuggy (CEC): And some emphasized that the CEC should maintain funding for levels 1 and 2 charging in appropriate situations.

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00:29:19.410 --> 00:29:30.459

Benjamin Tuggy (CEC): on what the CEC should prioritize for hydrogen funding, there were mixed responses. Most wanted to fund all vehicle segments, some only wanted medium and heavy duty.

223

00:29:31.770 --> 00:29:32.840

Benjamin Tuggy (CEC): for...

224

00:29:33.070 --> 00:29:41.320

Benjamin Tuggy (CEC): hydrogen as well. Some commenters wanted us to require green hydrogen for projects, and gave different definitions of that.

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00:29:41.870 --> 00:29:54.319

Benjamin Tuggy (CEC): The CEC has somewhat limited options for requiring certain hydrogen types, but we do provide a scoring preference to project applications that plan to use lower carbon hydrogen.

226

00:29:56.190 --> 00:30:04.729

Benjamin Tuggy (CEC): For the medium and heavy duty category, some specifically wanted a balance between all three vehicle classes, so light, medium, and heavy duty.

227

00:30:05.130 --> 00:30:07.120

Benjamin Tuggy (CEC): several stakeholders.

228

00:30:07.320 --> 00:30:15.199

Benjamin Tuggy (CEC): Wanted medium and heavy duty projects to focus on certain applications, such as freight hubs and ports.

229

00:30:15.680 --> 00:30:16.980

Benjamin Tuggy (CEC): Next slide, please.

230

00:30:19.950 --> 00:30:32.749

Benjamin Tuggy (CEC): And finishing out the feedback received here, so we received various requests to make CEC funding more accessible and improve the benefits to communities.

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00:30:33.020 --> 00:30:35.679

Benjamin Tuggy (CEC): A lot of different suggestions on that.

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00:30:35.790 --> 00:30:42.860

Benjamin Tuggy (CEC): One is to focus on and increase the minimum 50% share of project funding.

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00:30:43.010 --> 00:30:46.220

Benjamin Tuggy (CEC): That goes into low-income and disadvantaged communities.

234

00:30:46.830 --> 00:30:54.550

Benjamin Tuggy (CEC): Another was to seek co-benefits and community engagement, and better understand which projects truly benefit communities.

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00:30:55.310 --> 00:31:11.469

Benjamin Tuggy (CEC): On responding to requests to improve funding access, the CEC has been reviewing our steps, and we've worked to consolidate some of our grant requirements into other existing processes to try to reduce the burden on applicants and recipients.

236

00:31:13.670 --> 00:31:27.159

Benjamin Tuggy (CEC): On the topic of the investment plan covering multiple years, there was a positive feedback to that, and this proposed staff draft does include multiple years of funding allocations.

237

00:31:28.730 --> 00:31:32.880

Benjamin Tuggy (CEC): There was also a positive response to supporting more at-home charging.

238

00:31:33.040 --> 00:31:39.050

Benjamin Tuggy (CEC): Some commenters mentioned multifamily, rural, and disadvantaged communities in particular.

239

00:31:39.290 --> 00:31:43.350

Benjamin Tuggy (CEC): And there was some discussion of Level 1 charging and charging costs.

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00:31:43.580 --> 00:31:44.840

Benjamin Tuggy (CEC): Among others.

241

00:31:45.690 --> 00:31:50.969

Benjamin Tuggy (CEC): And finally, there was support for, some support for more workforce funding.

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00:31:51.450 --> 00:31:56.760

Benjamin Tuggy (CEC): Specifically encouraging leveraging existing workforce development programs.

243

00:31:57.810 --> 00:32:01.659

Benjamin Tuggy (CEC): This is not an exhaustive list of feedback, and...

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00:32:01.950 --> 00:32:09.350

Benjamin Tuggy (CEC): Again, people had a variety of different suggestions that we've forwarded to appropriate teams. Next slide, please.

245

00:32:12.280 --> 00:32:21.700

Benjamin Tuggy (CEC): So, I'll talk a little bit more about our rationale for the staff draft proposals. So, in addition to the feedback and the factors mentioned before.

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00:32:21.900 --> 00:32:25.359

Benjamin Tuggy (CEC): Some of the key points for the CEC's rationale...

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00:32:25.750 --> 00:32:35.019

Benjamin Tuggy (CEC): include that there is currently more funding available for medium and heavy duty infrastructure compared to light duty, as Commissioner Skinner alluded to.

248

00:32:35.740 --> 00:32:39.300

Benjamin Tuggy (CEC): Medium and heavy duty infrastructure is still a strong priority.

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00:32:39.440 --> 00:32:44.969

Benjamin Tuggy (CEC): And we have multiple active medium and heavy-duty funding opportunities this fall.

250

00:32:45.940 --> 00:32:54.239

Benjamin Tuggy (CEC): We also have state greenhouse gas reduction fund monies in fiscal year 2025-2026 for this category.

251

00:32:55.360 --> 00:32:59.349

Benjamin Tuggy (CEC): And significant, existing funds remaining to spend.

252

00:33:00.490 --> 00:33:13.559

Benjamin Tuggy (CEC): So that's why in the staff draft, the CEC proposes directing more clean transportation program funds to light-duty infrastructure in the short term for fiscal year 2025-2026.

253

00:33:14.560 --> 00:33:27.510

Benjamin Tuggy (CEC): The 2025 state budget also reappropriated previous fiscal year funds, and the CEC proposes reallocating \$41.3 million of that with this investment plan update.

254

00:33:27.900 --> 00:33:35.679

Benjamin Tuggy (CEC): And... We can switch to the next slide here, which will show the allocations in more detail.

255

00:33:38.090 --> 00:33:55.289

Benjamin Tuggy (CEC): So the proposed Clean Transportation Program allocations would total \$326.9 million for fiscal years 2025-2026 through 2027-2028. And note that the numbers on this slide are in millions.

256

00:33:55.620 --> 00:34:01.690

Benjamin Tuggy (CEC): specifically for this fiscal year, 2025-2026,

257

00:34:01.880 --> 00:34:07.100

Benjamin Tuggy (CEC): allocations include those pre... those proposed reallocations that I just mentioned.

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00:34:07.610 --> 00:34:13.679

Benjamin Tuggy (CEC): And, include \$98.5 million for light-duty EV charging.

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00:34:13.840 --> 00:34:17.860

Benjamin Tuggy (CEC): \$15 million for medium and heavy duty ZEV infrastructure.

260

00:34:18.110 --> 00:34:23.960

Benjamin Tuggy (CEC): 22 million in hydrogen-specific funds, and \$1 million for workforce development.

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00:34:24.380 --> 00:34:31.980

Benjamin Tuggy (CEC): As you can see, the proposed medium and heavy duty and workforce allocations increase in the coming two fiscal years.



262

00:34:33.989 --> 00:34:51.580

Benjamin Tuggy (CEC): As mentioned, the CEC does have significant medium and heavy-duty funding, totaling about \$400 million, when you total up active funding solicitations, newly planned greenhouse gas reduction funds, and existing program and non-program funds.

263

00:34:51.810 --> 00:35:03.780

Benjamin Tuggy (CEC): And this includes 3 open, medium, and heavy-duty solicitations, providing up to \$120 million in funding available for electric and hydrogen vehicle infrastructure.

264

00:35:04.630 --> 00:35:17.149

Benjamin Tuggy (CEC): It includes the \$38 million in greenhouse gas reduction funds that fit into the medium and heavy-duty infrastructure segment for fiscal year 2025-2026.

265

00:35:17.410 --> 00:35:20.690

Benjamin Tuggy (CEC): And all of those amounts are not shown in the table.

266

00:35:21.960 --> 00:35:32.120

Benjamin Tuggy (CEC): The table also does not show the upcoming hydrogen-specific solicitation that Commissioner Skinner mentioned, which is expected to be for \$40 million.

267

00:35:33.530 --> 00:35:42.749

Benjamin Tuggy (CEC): And in addition to the proposed workforce allocations, the CEC is working to release grant funding opportunities in this fiscal year.

268

00:35:42.910 --> 00:35:48.450

Benjamin Tuggy (CEC): And has about \$6 million in previously allocated workforce funds.

269

00:35:49.100 --> 00:35:50.369

Benjamin Tuggy (CEC): Next slide, please.

270

00:35:53.220 --> 00:35:59.379

Benjamin Tuggy (CEC): So now we'll hear comments from the Advisory Committee. Again, there will be time for public comment after this.

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00:36:00.060 --> 00:36:02.720

Benjamin Tuggy (CEC): So we can switch to the next slide.

272

00:36:03.830 --> 00:36:13.260

Benjamin Tuggy (CEC): We have, as usual, a few proposed, like, prompt questions, just to get the discussion started. Of course, the discussion is not limited to these.

273

00:36:13.470 --> 00:36:18.889

Benjamin Tuggy (CEC): And I will read out these questions for accessibility in case folks are calling in.

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00:36:19.020 --> 00:36:20.449

Benjamin Tuggy (CEC): Via telephone.

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00:36:20.940 --> 00:36:30.960

Benjamin Tuggy (CEC): So the first is, how should the light duty funding allocation be proportioned between residential and multifamily home charging?

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00:36:31.170 --> 00:36:35.390

Benjamin Tuggy (CEC): public DC fast charging, Or other categories.

277

00:36:36.580 --> 00:36:42.029

Benjamin Tuggy (CEC): The second question is, what other aspects should we consider during a tighter budget year?

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00:36:42.480 --> 00:36:46.880

Benjamin Tuggy (CEC): And the third is, what additional feedback does the advisory committee have?

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00:36:48.280 --> 00:36:52.449

Benjamin Tuggy (CEC): So, I think we'll start with attendees in the room.

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00:36:52.710 --> 00:36:56.609

Benjamin Tuggy (CEC): And then move to those who are joining us remotely via Zoom.

281

00:36:57.090 --> 00:37:03.690

Benjamin Tuggy (CEC): If you are an advisory committee member joining us in person, and you want to provide a comment now, please raise your hand.

282

00:37:05.210 --> 00:37:14.639

Benjamin Tuggy (CEC): And once called on, please state your name and affiliation before you begin. We're asking for advisory committee comments to be 3 minutes or less.

283

00:37:14.810 --> 00:37:20.120

Nancy Skinner (CEC): And, Benjamin, if I could just make one quick comment before...

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00:37:20.600 --> 00:37:32.640

Nancy Skinner (CEC): the question... when we pose there what other aspects should be considered during a tighter budget year, some of you may be wondering, okay, what do you mean by that? Well, as... as has been described.

285

00:37:34.190 --> 00:37:40.039

Nancy Skinner (CEC): The funding that we have available right now out in the open solicitations

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00:37:40.750 --> 00:37:50.969

Nancy Skinner (CEC): It is not just made up of clean transportation program revenue. We were fortunate in two budget years to be

287

00:37:51.510 --> 00:38:00.010

Nancy Skinner (CEC): The legislature appropriating the budget, a large amount of funds for the CEC to support ZEV.

288

00:38:00.640 --> 00:38:05.379

Nancy Skinner (CEC): charging and fueling infrastructure. And so, in effect, we're still spending that down.

289

00:38:05.570 --> 00:38:12.309

Nancy Skinner (CEC): This year, if we contrast this budget year, the ONLY new funds

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00:38:12.650 --> 00:38:17.069

Nancy Skinner (CEC): Beyond the fixed fee of the Clean Transportation Program.

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00:38:17.680 --> 00:38:24.010

Nancy Skinner (CEC): The only new funds that were appropriated for any of this purpose was that \$38 million.

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00:38:24.270 --> 00:38:29.159

Nancy Skinner (CEC): Of greenhouse gas, for heavy... specifically heavy-duty infrastructure.

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00:38:29.490 --> 00:38:31.830

Nancy Skinner (CEC): So that's why we asked the question, because

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00:38:32.030 --> 00:38:40.340

Nancy Skinner (CEC): At the moment, if you were looking at just this year's action, we could... not that we want to necessarily assume it, but

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00:38:41.280 --> 00:38:44.169

Nancy Skinner (CEC): Unless revenues were really to change.

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00:38:44.500 --> 00:38:55.849

Nancy Skinner (CEC): we probably will only have Clean Transportation Program funds to rely on for these purposes for

the next couple of years. So that's kind of why we posed that question.

297

00:39:07.890 --> 00:39:12.230

Laura Renger: Thank you, Laura Renger from Cal ETC. Specific...

298

00:39:12.360 --> 00:39:19.239

Laura Renger: specifically on light duty, I wanted to just say, you know, for the,

299

00:39:19.590 --> 00:39:27.570

Laura Renger: home charging, you know, I want to give you praise for communities in charge and for allowing for level 1 charging.

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00:39:27.570 --> 00:39:42.660

Laura Renger: That's something that we had been asking for, because it can be a cost-effective, method for multifamily housing, so thank you for that. Would encourage more cost-effective methods like that, and continued support for Level 1.

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00:39:42.750 --> 00:39:56.539

Laura Renger: Also, in terms of the way the funds are allocated, I think what I've heard overwhelmingly from my members is that we really want simplicity, and they want it to be able to

302

00:39:56.540 --> 00:40:08.970

Laura Renger: flow quickly. So, to the extent there's more opportunities for streamlining, for block grants, less complication in terms of the different funding streams.

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00:40:08.970 --> 00:40:16.809

Laura Renger: That allows for industry to, you know, make, commitments, and for investors to have more

304

00:40:16.810 --> 00:40:33.479

Laura Renger: more security that the funds will be available, and so that's one that they really want to see more along those lines, on the Level 2... on the... I'm sorry, on the, light duty

side. So, other comments on medium and heavy duty, but I'll save those for later. Thank you.

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00:40:36.530 --> 00:40:38.140

Benjamin Tuggy (CEC): Alright, thank you, Laura.

306

00:40:38.360 --> 00:40:42.410

Benjamin Tuggy (CEC): Next, I think we had... Jen, go ahead.

307

00:40:46.390 --> 00:40:47.110

CEC IT AV 1: Come on.

308

00:40:49.740 --> 00:40:50.649

CEC IT AV 1: It's green.

309

00:40:52.450 --> 00:40:57.700

Jen Cohen: I have a question. There was a lot of context provided for.

310

00:40:57.800 --> 00:41:07.890

Jen Cohen: Why the investment level for light duty is higher vis-a-vis the current funding solicitations that are open for heavy duty, but there's no historical information.

311

00:41:08.220 --> 00:41:12.760

Jen Cohen: And I think it would be helpful to understand the historical context of what investment has been made.

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00:41:13.050 --> 00:41:30.830

Jen Cohen: comparing the two light duty and heavy duty. I think that that would be helpful looking perspective. I do recognize that we're in a tricky situation looking forward with funding being cut, especially at the federal level, but I think it would be really helpful from an advisory perspective to understand the historical context.

313

00:41:38.380 --> 00:41:40.170

Benjamin Tuggy (CEC): Thank you, Jen.

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00:41:40.480 --> 00:41:41.589

Benjamin Tuggy (CEC): Bill, go ahead.

315

00:41:44.220 --> 00:41:53.300

Bill Magavern: Thanks, Bill Magavern with Coalition for Clean Air. Thanks for the presentation, and I think that it's a sound..

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00:41:53.620 --> 00:41:56.030

Bill Magavern: proposal..

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00:41:56.380 --> 00:42:04.710

Bill Magavern: I... I want to make sure that we do continue funding in the light duty area, continue funding multifamily.

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00:42:04.960 --> 00:42:18.919

Bill Magavern: residential charging, because I think for a lot of people living in those types of units, it's a real... charging is the biggest obstacle to EV adoption.

319

00:42:19.200 --> 00:42:26.020

Bill Magavern: And we need to get over that hump, particularly when it comes to low and moderate income.

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00:42:26.160 --> 00:42:36.539

Bill Magavern: Californians who are going to have the most difficult time making this transition to zero-emission transportation, and I strongly echo Laura's comments in appreciating

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00:42:36.540 --> 00:42:49.280

Bill Magavern: the fact that Communities in Charge does include Level 1 options, which can be quite low cost, and I think that's responsive to previous comments that have been made in this committee. So, thank you for listening to that.

322

00:42:49.550 --> 00:43:07.870

Bill Magavern: I see that you clearly are keeping the commitment to medium and heavy duty infrastructure, and I think you've explained well why the shift this year, but definitely something we would like to see that commitment continued, make sure that we...

323

00:43:07.870 --> 00:43:21.210

Bill Magavern: We do, keep funding in the medium and heavy duty area, and when it comes to the hydrogen funding, we think that's really the best use of those dollars, is in medium and heavy duty, where

324

00:43:21.350 --> 00:43:36.479

Bill Magavern: There are applications where that can really be helpful, whereas in light duty, let's face it, hydrogen has really lost out to the much more popular battery electric technologies.

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00:43:36.680 --> 00:43:48.390

Bill Magavern: And then finally, just addressing Commissioner Skinner's last comment, I... I agree and understand that we shouldn't count on there being non-CTP funding going into

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00:43:48.530 --> 00:43:57.770

Bill Magavern: ZEV infrastructure at the CEC. On the other hand, for those of us who are able to get involved in the budget process, I just want to encourage people

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00:43:57.770 --> 00:44:09.609

Bill Magavern: to try to get more of the GGRF funding, for ZEVs, both for infrastructure money here and for the vehicle incentives that, that CARB

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00:44:09.710 --> 00:44:13.050

Bill Magavern: Usually is, is doling out.

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00:44:13.480 --> 00:44:22.289

Bill Magavern: the... In the consideration of cap and invest reauthorization, the legislature essentially punted.



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00:44:22.400 --> 00:44:33.510

Bill Magavern: on any earmarking for ZEVs. Did not include any specifically for ZEVs, but did establish that there will be a billion dollar discretionary pot

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00:44:33.510 --> 00:44:48.629

Bill Magavern: for the legislature, which kind of puts us into the situation that we've been in for the last several years, where we really need to advocate that ZEVs get a piece of that. And it's tough, because there's a lot of worthy programs competing for that, so we need to be vocal.

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00:44:52.150 --> 00:44:58.700

Benjamin Tuggy (CEC): Alright, thank you, Bill. I think next was Chris, and... Then we'll go to Michael.

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00:45:04.750 --> 00:45:07.169

Chris Grundler: Chris Grundler from the Air Resources Board.

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00:45:08.720 --> 00:45:15.160

Chris Grundler: First, I just want to thank the Commissioner and the staff for putting together such a thoughtful, investment plan.

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00:45:15.740 --> 00:45:21.050

Chris Grundler: Obviously, a lot of careful thought went into this, and

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00:45:22.130 --> 00:45:31.229

Chris Grundler: to me, building these markets requires a very strategic approach, a comprehensive approach, an equitable approach, and I think the draft investment plan

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00:45:31.770 --> 00:45:33.709

Chris Grundler: meets that test.

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00:45:33.900 --> 00:45:42.360

Chris Grundler: I don't have a particular comment on the split of funding for residential and multifamily, and I do appreciate the additional context with respect to

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00:45:43.130 --> 00:45:44.679

Chris Grundler: heavy duty funding.

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00:45:46.370 --> 00:45:53.139

Chris Grundler: I think no one on this committee wants to play a starring role in the, next documentary, Who Killed the Electric Truck?

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00:45:54.520 --> 00:45:58.910

Chris Grundler: I shared that comment with our new chair, at ARB.

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00:45:59.030 --> 00:46:03.210

Chris Grundler: So I appreciate, Bill's comments, and I would never, of course.

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00:46:03.960 --> 00:46:07.219

Chris Grundler: be lobbying for, for budgets. That would be wrong.

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00:46:07.810 --> 00:46:10.339

Chris Grundler: I'm gonna repeat that, that would be wrong.

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00:46:10.480 --> 00:46:17.009

Chris Grundler: But we are at a galvanizing moment in this state's history, given the attacks on,

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00:46:17.900 --> 00:46:21.889

Chris Grundler: our programs and our authority. These attacks have

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00:46:22.320 --> 00:46:25.980

Chris Grundler: consequences? I mean, measurable consequences, if you don't know.

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00:46:26.230 --> 00:46:28.269

Chris Grundler: Go to our website.

349

00:46:28.560 --> 00:46:46.260

Chris Grundler: But, you know, we are expecting NOX NOx emissions to go up some 40% as a result of congressional actions, fine particulate up about 18%, thousands more hospitalizations and asthma attacks and emergency room visits, and...

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00:46:47.820 --> 00:46:50.849

Chris Grundler: And premature deaths, so there's a lot at stake.

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00:46:51.150 --> 00:46:57.239

Chris Grundler: And I think the progress that the state has made is because of the integrated approach between...

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00:46:57.350 --> 00:47:04.959

Chris Grundler: regulations, incentives, and in particular, I may say so, the collaboration between the Commission and the ARB.

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00:47:05.340 --> 00:47:15.480

Chris Grundler: To do whatever we can to coordinate our grant programs so that infrastructure is there where our vehicle, subsidies, show up.

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00:47:15.650 --> 00:47:19.369

Chris Grundler: And, I'm looking forward to that, that continuing.

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00:47:19.760 --> 00:47:28.650

Chris Grundler: But in general, we're very grateful for this program. I think it's foundational, and I think the...

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00:47:28.760 --> 00:47:30.520

Chris Grundler: Commission has done a really good job.

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00:47:30.880 --> 00:47:36.640

Chris Grundler: balancing these different needs in a, you know, in a tough budget environment. So, thank you.

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00:47:38.530 --> 00:47:42.080

Benjamin Tuggy (CEC): Alright, thank you, Chris. Next up, Michael, go ahead.

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00:47:45.120 --> 00:47:58.029

Michael Pimentel: Michael Pimentel with the California Transit Association, so I think, building on some of the remarks that were already provided, I do want to agree with Bill Magavern. Just note, I think this is a fairly reasonable, sensible approach.

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00:47:58.430 --> 00:48:03.200

Michael Pimentel: To moving forward with investment, given all that we know on.

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00:48:03.300 --> 00:48:07.200

Michael Pimentel: What is available, already in the medium and heavy duty space.

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00:48:07.340 --> 00:48:15.369

Michael Pimentel: Would want to co-sign, though, the message that with monies focus on, on H2.

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00:48:15.510 --> 00:48:33.289

Michael Pimentel: that there is good value in seeing those monies invested in the medium and heavy duty sector. I think within the public transit space, we have seen a reorientation, moving away from battery electric buses and the necessary charging and refueling infrastructure, and toward

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00:48:33.470 --> 00:48:45.419

Michael Pimentel: hydrogen fuel cell, bus technology, just given the ranges that those technologies provide, and what is perceived to be, just greater parity with the conventionally

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00:48:47.090 --> 00:48:56.059

Michael Pimentel: Similarly, I think on the GGFR funding support conversation, a lot of work that we can be doing as an industry

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00:48:56.180 --> 00:49:00.709

Michael Pimentel: To help move that, that forward, and as Bill notes, there's gonna be a billion-dollar pot.

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00:49:00.820 --> 00:49:08.990

Michael Pimentel: Moving forward that the legislature's gonna have full discretion, over, and we would hope to receive some of those funds for the purposes described here.

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00:49:09.140 --> 00:49:13.110

Michael Pimentel: I think the one final thing I wanted to add is, in addition to

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00:49:13.250 --> 00:49:24.430

Michael Pimentel: Jen Cohen's request for that historical data. I do think it would also be helpful to have a clear synthesis of where the federal government has pulled back.

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00:49:24.680 --> 00:49:40.569

Michael Pimentel: And that could help us then better specify where we need to lean in as a state. So, thinking about things like NEVI, ARCHES, clean ports, and my transit lane, the bus and bus facilities program, and I would encourage that some of that inquiry

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00:49:40.750 --> 00:49:45.550

Michael Pimentel: Not simply lean in on those things that are publicly announced.

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00:49:45.710 --> 00:49:48.250

Michael Pimentel: But rather also,

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00:49:48.670 --> 00:50:02.870

Michael Pimentel: to receive information from some of the grant applicants. I'll just signal to folks here, there are a number of transit agencies who've been approached by USDOT for grants that were already awarded for zero-emission bus... buses and charging

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00:50:03.090 --> 00:50:04.699

Michael Pimentel: or refueling infrastructure.

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00:50:04.920 --> 00:50:10.020

Michael Pimentel: Who have, been advised that they should move to a different technology platform.

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00:50:10.260 --> 00:50:12.889

Michael Pimentel: Those technology platforms are...

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00:50:13.550 --> 00:50:26.479

Michael Pimentel: all ICE, and so while those aren't funds that are canceled, those are not subject to public announcement, the interception is taking place, and the subtext is agencies who choose not to move

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00:50:26.610 --> 00:50:35.160

Michael Pimentel: in a direction of adopting ICE again, would simply see those grants withheld indefinitely, and potentially to the point of lapsing.

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00:50:35.320 --> 00:50:44.549

Michael Pimentel: And so, again, there may be some additional work that can be done in that space to do a clear stock take of where those federal dollars are being rescinded.

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00:50:47.630 --> 00:50:49.060

Benjamin Tuggy (CEC): Alright, thank you, Michael.

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00:50:49.420 --> 00:50:50.680

Benjamin Tuggy (CEC): Greg, go ahead.

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00:50:51.780 --> 00:50:53.289

Greg Cane: Yes, Greg Cane.

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00:50:53.750 --> 00:50:58.769

Greg Cane: California Hydrogen Car Owners Association have prepared a comment.

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00:50:59.150 --> 00:51:05.849

Greg Cane: The California Hydrogen Car Owners Association never has and never will receive funding for operational support.

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00:51:06.030 --> 00:51:13.430

Greg Cane: From companies involved in transportation hydrogen, for example, our organization self-funded the \$40,000 cost

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00:51:13.690 --> 00:51:20.809

Greg Cane: of the recently completed trip on the hydrogen highway, which started in California and ended in British Columbia.

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00:51:20.980 --> 00:51:29.850

Greg Cane: While, yes, we are self-funded and independent, we also work closely with our industry partners, because their success is our success.

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00:51:30.380 --> 00:51:39.879

Greg Cane: Like others on this committee, it worries us that CEC funds allocated for the development of hydrogen refueling infrastructure have been undersubscribed.

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00:51:40.090 --> 00:51:44.470

Greg Cane: This occurred most recently on GFO 24-601.

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00:51:44.730 --> 00:51:50.880

Greg Cane: Which offered \$15 million As well as for operations and maintenance.

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00:51:51.360 --> 00:51:56.419

Greg Cane: As noted in the slide, only \$1.5 million was awarded.

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00:51:56.850 --> 00:52:07.050

Greg Cane: To find out more about the reasons for hydrogen funding undersubscriptions, I contacted representatives of station developers in order to learn more.

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00:52:07.410 --> 00:52:17.869

Greg Cane: Firstly, they wanted to be, to gratefully acknowledge how the CEC has been one of the largest supporters of transportation hydrogen infrastructure over the years.

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00:52:18.530 --> 00:52:21.410

Greg Cane: They did, however, have these additional comments.

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00:52:21.920 --> 00:52:28.939

Greg Cane: Number one, critical to the success of transportation hydrogen is reducing the cost at the pump.

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00:52:29.430 --> 00:52:43.499

Greg Cane: In order to reduce the cost of hydrogen, future CEC funding opportunities need to examine the use of interim measures such as operating expense grants, or providing LCFS value gap matching.

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00:52:43.870 --> 00:52:45.510

Greg Cane: Number two.

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00:52:45.630 --> 00:52:53.310

Greg Cane: The requirement that 50% of funds be for stations in disadvantaged communities limits the number of eligible stations.

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00:52:54.050 --> 00:53:01.459

Greg Cane: Number three, station reliability has improved greatly in the last two years, but more progress is needed.

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00:53:01.830 --> 00:53:11.200



Greg Cane: In order to rebuild consumer confidence, one representative stated that CEC funding should focus on existing stations.

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00:53:11.890 --> 00:53:22.340

Greg Cane: And last, number 4, specific to GFO 24-601, another representative said that the funds were not undersubscribed.

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00:53:22.550 --> 00:53:26.109

Greg Cane: but were over-constrained by CEC decisions.

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00:53:26.900 --> 00:53:35.039

Greg Cane: I would like to add one more thing. Echoing former State Senator Josh Newman, CEC should improve transparency

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00:53:35.200 --> 00:53:38.609

Greg Cane: In the administration of grant funding opportunities.

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00:53:38.920 --> 00:53:46.109

Greg Cane: And considers the need to claw back funds if projects do not adhere to baseline performance standards.

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00:53:46.520 --> 00:53:47.360

Greg Cane: Thank you.

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00:53:49.290 --> 00:53:50.859

Benjamin Tuggy (CEC): Alright, thank you, Greg.

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00:53:51.530 --> 00:54:01.779

Benjamin Tuggy (CEC): Any other advisory committee members in person who would like to make a comment now? We could check back again after the folks online speak.

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00:54:05.320 --> 00:54:08.989

Benjamin Tuggy (CEC): Not seeing any hands in the room, I think we can...

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00:54:09.440 --> 00:54:13.610

Benjamin Tuggy (CEC): Move to online advisory committee members.

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00:54:14.060 --> 00:54:16.470

Benjamin Tuggy (CEC): So just one second here...

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00:54:20.900 --> 00:54:29.490

Benjamin Tuggy (CEC): And again, once called on, please state your name and affiliation before you begin. I think right now, the only hand I see... oh, actually, a couple different ones, but...

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00:54:32.040 --> 00:54:39.140

Benjamin Tuggy (CEC): Let's see here... Okay, so I believe Gillian Gillett is first in the queue.

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00:54:39.570 --> 00:54:41.220

Benjamin Tuggy (CEC): Gillian, go ahead.

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00:54:41.970 --> 00:54:44.890

Gillian Gillett: Hey, thanks for this opportunity. So,

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00:54:45.190 --> 00:54:52.430

Gillian Gillett: I guess my opinion is, especially now that we have, Senate Bill 79 was authorized,

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00:54:52.680 --> 00:55:05.689

Gillian Gillett: I feel confident in saying... asserting that the reason... the biggest reason we have so much of our transportation, our emissions, assigned to transportation is because we have bad land use.

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00:55:05.980 --> 00:55:16.159

Gillian Gillett: We have... we're the... we're the kings of sprawl. We've been doing a lot of work to make that better, and SB79, tries to make that better, so that's one statement.

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00:55:16.200 --> 00:55:33.509

Gillian Gillett: The second statement is we also know that if we electrify absolutely every vehicle in the state of California, including Caltrans' street repaving equipment and our snowplows, and every truck, that, as well as everything, residential, that

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00:55:33.900 --> 00:55:43.749

Gillian Gillett: we will still need to reduce vehicle miles traveled by at least 25%, that the issue that we really have is a land use one.

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00:55:43.750 --> 00:55:56.420

Gillian Gillett: We want people to not drive, we want them to take transit, but we also want them, to, live more closely, live closer to where they work. So, those being

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00:55:56.510 --> 00:56:03.259

Gillian Gillett: the facts the way that I see them, I would prefer to see that light-duty funding be...

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00:56:03.300 --> 00:56:22.470

Gillian Gillett: Focused on multi-family home charging, because by nature, that's going to be shared infrastructure, and it will reward people who are willing to live, in walkable communities, and it may incentivize construction of multifamily home charging.

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00:56:22.700 --> 00:56:27.590

Gillian Gillett: And I think that's going to be true regardless of the budget year. Thank you.

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00:56:30.320 --> 00:56:36.859

Benjamin Tuggy (CEC): Alright, appreciate those comments, Gillian. Next up, we have Gia Vacin. Gia, go ahead.

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00:56:39.630 --> 00:56:55.160

Gia Vacin | GO-Biz: Great, thank you so much. Thanks for the opportunity to be here. Yeah, I just also wanted, of course, to start by saying how much I appreciate and am thankful for Commissioner Skinner and the CEC staff's continued

thoughtfulness and commitment to really incorporating the feedback.

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00:56:55.160 --> 00:57:03.309

Gia Vacin | GO-Biz: that you're hearing, that we're hearing as a state. It's always evident in, in each draft of these investment plans.

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00:57:03.310 --> 00:57:06.860

Gia Vacin | GO-Biz: And I, I think that the, the plan is

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00:57:06.860 --> 00:57:22.569

Gia Vacin | GO-Biz: really an excellent balance, and the rationale makes good sense, given all the considerations and what you've outlined. And I'd also just... my comments are mainly around echoing some of the other sentiments that I've heard, that I think are particularly important, to... to consider during

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00:57:22.600 --> 00:57:33.659

Gia Vacin | GO-Biz: you know, tight... tighter budget years. So, thinking about, the... how these funds are allocated, and really ensuring that, you know, does this give

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00:57:33.660 --> 00:57:36.740

Gia Vacin | GO-Biz: And enable flexibility for program design.

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00:57:36.740 --> 00:57:58.810

Gia Vacin | GO-Biz: for better coordination with other funding sources, like with CARB and with CalSTA, with an interest that the private sector has, as an example. Can we really think about places where we can, keep the momentum going forward? We can't really afford, we don't have the money to sort of spread the peanut butter all over the state in the same way, as we have in the past, so how do we get more strategic about our partnerships?

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00:58:00.160 --> 00:58:14.900

Gia Vacin | GO-Biz: formally and informally, and better aligned. And so... and also, I heard, and I wanted to reiterate, some of... some... having some overlay with where the federal government has

pulled back, and thinking about some of those pieces together.  
So.

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00:58:14.900 --> 00:58:29.280

Gia Vacin | GO-Biz: That doesn't necessarily change, the funding allocation amounts, but just as we're thinking about flexibility and how can we enable that, I think flexibility is king right now as we're, you know, having to be proactive and reactive kind of at the same time.

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00:58:29.280 --> 00:58:33.499

Gia Vacin | GO-Biz: And then thinking a little bit about, in terms of the underserved communities.

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00:58:33.500 --> 00:58:58.339

Gia Vacin | GO-Biz: I'd love to encourage us to continue our conversations and our efforts together in connecting with the ZEV Equity Action Plan learnings and effort that GoBiz is undertaking. We've had community and continue to have some community outreach, engagements, and that will be pulling together what we've really heard, and we'd love to share what those learnings are and how we think that we can really help connect the gap that

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00:58:58.340 --> 00:59:13.519

Gia Vacin | GO-Biz: It's like, we have the funding and we have the intention, and I think that we're still missing that middle piece of the people in the communities that we're really trying to affect feeling those investments in the way that we intend. So, we'd love to continue to work together on that.

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00:59:13.520 --> 00:59:27.470

Gia Vacin | GO-Biz: And then thinking about one more piece about, in these investments and the structure of them, how can we expand our efficacy and, achieve some of the actions that we've identified, the agencies have outlined,

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00:59:27.470 --> 00:59:44.089

Gia Vacin | GO-Biz: in the recommendations that we made from the governor's latest executive order. So I think we put a lot of thought into that, and how can we utilize our collective funds

and thinking, to make some impacts there. And then, let me see, how am I doing on timing? My last comment for now is around, some of the hydrogen

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00:59:44.090 --> 01:00:03.870

Gia Vacin | GO-Biz: comments that I've heard, and recognition of the strengths and the trends, for example, in buses. And I think this is particularly important in the context of the ARCHES hydrogen hub funding being canceled by the federal government. It's really important to remember that this cancellation doesn't actually negate the deep interest by the private sector that was uncovered.

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01:00:03.870 --> 01:00:20.899

Gia Vacin | GO-Biz: nor the, like, extraordinary organization, that... that the promise of those funds created. And we have a landscape here in the ecosystem that we haven't ever had before, and it would be a real tragedy to lose that momentum. So just making sure we're connecting that thinking, to that.

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01:00:20.900 --> 01:00:27.260

Gia Vacin | GO-Biz: new... new version of whatever ARCHES becomes as we go forward. And that's it for me for now. Thank you so much.

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01:00:28.950 --> 01:00:30.550

Benjamin Tuggy (CEC): Alright, thank you, Gia.

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01:00:31.260 --> 01:00:37.410

Benjamin Tuggy (CEC): The next raised hand from the Advisory Committee is from Mars Wu. So, Mars, go ahead.

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01:00:38.920 --> 01:00:49.500

Mars Wu (they/she), Greenlining: Good morning, thanks so much. I'm Mars Wu with the Greenlining Institute. I want to express and echo appreciation for Commissioner Skinner and all of staff's hard work on this plan.

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01:00:49.500 --> 01:00:59.770

Mars Wu (they/she), Greenlining: I have a couple comments on the questions on screen, and also a couple questions as well. I think, looking at the first one on proportioning light-duty funding,

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01:00:59.770 --> 01:01:04.659

Mars Wu (they/she), Greenlining: We're still seeing that EV adoption lacks significantly in disadvantaged communities.

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01:01:04.660 --> 01:01:20.370

Mars Wu (they/she), Greenlining: this is an uphill battle, we're playing catch-up, and so we think that in order to fill these, persistent equity gaps, it's important that we continue to go beyond the 50% minimum requirement for investment in DACs.

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01:01:20.370 --> 01:01:25.260

Mars Wu (they/she), Greenlining: And actually aim for 100% funding, benefiting, because we are playing this game of catch-up.

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01:01:26.620 --> 01:01:35.360

Mars Wu (they/she), Greenlining: I also... one question I have is, the plan is mentioning, you know, wanting to quantify benefits in ways that go beyond location.

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01:01:35.600 --> 01:01:38.050

Mars Wu (they/she), Greenlining: Definitely in agreement.

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01:01:38.410 --> 01:01:47.310

Mars Wu (they/she), Greenlining: for that intention, I'm curious to hear more about what the progress is on developing those metrics, and also, what metrics are being considered.

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01:01:47.590 --> 01:01:52.200

Mars Wu (they/she), Greenlining: And then, last piece for this first question is, I think.

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01:01:52.450 --> 01:01:59.359

Mars Wu (they/she), Greenlining: We need to maintain focus on the multifamily charging piece, and also on supporting renters to have at-home charging.

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01:01:59.810 --> 01:02:02.749

Mars Wu (they/she), Greenlining: On the tighter budget year.

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01:02:03.450 --> 01:02:11.700

Mars Wu (they/she), Greenlining: you know, I appreciate staff's, hard work on making... on kind of explaining, the...

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01:02:11.720 --> 01:02:24.349

Mars Wu (they/she), Greenlining: allocation between light duty and medium and heavy duty. I think we have a shared understanding there of the rationale behind that, but just want to voice the importance of continuing to prioritize medium and heavy duty funding going forward, just because

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01:02:24.650 --> 01:02:35.340

Mars Wu (they/she), Greenlining: We do see that freight pollution is disproportionately impacting low-income communities of color, so electrifying medium and heavy duty is a high priority.

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01:02:35.630 --> 01:02:42.989

Mars Wu (they/she), Greenlining: Also support, Mr. Grundler's comments earlier on continuing to

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01:02:43.040 --> 01:02:56.500

Mars Wu (they/she), Greenlining: coordinate investments between CEC and CARB. We think aligning charging incentives with vehicle incentives makes a lot of sense. Also encourage more coordination with agencies like the PUC.

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01:02:56.740 --> 01:03:01.350

Mars Wu (they/she), Greenlining: Doing joint solicitations and aligning on where programs are being targeted.

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01:03:01.800 --> 01:03:06.820



Mars Wu (they/she), Greenlining: And then my last question is on this workforce piece,

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01:03:07.070 --> 01:03:24.959

Mars Wu (they/she), Greenlining: you know, understanding that it is a tighter budget year, and that the amount of funding proposed in this year's plan, \$1 million, is a smaller amount of funding. I'm curious if staff could maybe speak more to what specific projects this \$1 million is leading to. You know, we really want to use these dollars efficiently and not

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01:03:25.040 --> 01:03:30.829

Mars Wu (they/she), Greenlining: be duplicating any pathways that currently exist, and so I just want to learn more about that.

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01:03:35.210 --> 01:03:42.209

Benjamin Tuggy (CEC): Thank you, Mars, and I could take a quick stab at that, as usual, our,

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01:03:42.320 --> 01:03:48.189

Benjamin Tuggy (CEC): specific funding solicitations are developed a bit later in the process, but I don't know if staff

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01:03:48.500 --> 01:03:54.709

Benjamin Tuggy (CEC): on the workforce development side, have any additional information? That was your question about the \$1 million.

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01:03:54.900 --> 01:03:59.820

Benjamin Tuggy (CEC): For 2025-2026, right? Yeah, if not, we may...

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01:03:59.930 --> 01:04:03.840

Benjamin Tuggy (CEC): We may have additional information that we could get back to you on, but thank you.

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01:04:07.770 --> 01:04:14.499

Benjamin Tuggy (CEC): Next up... I see Mariela Ruacho. So, Mariela, go ahead.

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01:04:15.050 --> 01:04:19.430

Mariela Ruacho: Hi, Mariela Ruacho with the American Lung Association.

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01:04:19.550 --> 01:04:21.989

Mariela Ruacho: I wanted to...

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01:04:22.330 --> 01:04:37.039

Mariela Ruacho: Ask a question, maybe you do or don't have that answer, but a better understanding of past funding, and the breakdown when it comes to residential and multifamily housing.

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01:04:37.350 --> 01:04:48.169

Mariela Ruacho: multifamily home charging, just an understanding of that, in the past, that would be very helpful. Obviously, we're very supportive of,

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01:04:48.270 --> 01:05:05.740

Mariela Ruacho: multifamily housing and public DC fast charging, so that it's more accessible. Purchasing an electric vehicle is more accessible to low-income and medium... lower-income people, so that they do have... they don't need to have a... own a home to have access to charging.

476

01:05:05.960 --> 01:05:12.330

Mariela Ruacho: So that's one question, and... and additionally, I think...

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01:05:12.650 --> 01:05:22.130

Mariela Ruacho: hydrogen chart, hydrogen stations wouldn't be appropriate in this... in the light duty field. When it comes to...

478

01:05:23.300 --> 01:05:38.700

Mariela Ruacho: hydrogen, it would be more appropriate in the medium and heavy duty. On your second question for, what to consider in a tighter budget, I want to align my comments with,

479

01:05:38.770 --> 01:05:52.700

Mariela Ruacho: Mars on, Mars Wu, from Greenlining, on needing to prioritize medium and heavy duty trucks. As you know, medium and heavy duty trucks in California are about 5%.

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01:05:52.700 --> 01:06:03.569

Mariela Ruacho: Of the vehicle population, but emit almost half of the NOx forming emissions and particle pollution, California continues to rank high for air pollution.

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01:06:03.720 --> 01:06:14.839

Mariela Ruacho: Compared to the rest of the nation, so ensuring that we are investing in the areas where we can reduce the most pollution.

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01:06:14.840 --> 01:06:18.570

Luis Olmedo: Vamos?

483

01:06:19.760 --> 01:06:21.909

Mariela Ruacho: I think someone's speaking? No.

484

01:06:22.150 --> 01:06:37.030

Mariela Ruacho: Yeah, and investing, where we can reduce the most pollution will be helpful, and that is, medium and heavy duty trucks, and then also in multifamily housing, ensuring that we're transitioning,

485

01:06:37.210 --> 01:06:45.080

Mariela Ruacho: those, communities and having more access for low-income communities who have access to charging. So, thank you, that's it.

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01:06:47.760 --> 01:06:49.270

Benjamin Tuggy (CEC): Right, thank you, Mariela.

487

01:06:49.920 --> 01:06:55.169

Benjamin Tuggy (CEC): Next, hand I see is Katrina Fritz. So, Katrina, go ahead.

488

01:06:56.520 --> 01:07:03.390

Katrina Fritz: Hi, everybody. Thank you to this team and to Commissioner Skinner for the thoughtful revision to the plan.

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01:07:03.580 --> 01:07:19.240

Katrina Fritz: I wanted to talk a little more about what happened federally, for some context. The other thing is that the tax incentives sunset early for consumer and commercial fuel cell vehicles. They're now sunsetting after June 30th, 2026.

490

01:07:19.330 --> 01:07:34.519

Katrina Fritz: And the hydrogen refueling station tax credit sunset after September 30th, 2025. So those changes could also hinder the development of the hydrogen transportation markets. We've had the EPA withdrawals for the heavy-duty trucks.

491

01:07:34.650 --> 01:07:48.809

Katrina Fritz: And I want to support some of the comments we heard earlier from Michael and Bill that we're seeing these medium and heavy duty markets move more toward hydrogen. So it's incumbent on California to continue to sustain and fund the vehicles and the infrastructure.

492

01:07:48.970 --> 01:08:06.480

Katrina Fritz: For hydrogen. So, my recommendations include the state considering the priorities for air quality and decarbonization when they're allocating the funds, so we'd like to see more parity between the hydrogen refueling infrastructure and charging levels.

493

01:08:08.240 --> 01:08:27.910

Katrina Fritz: we want to make sure on slide 11 that the categories are technology neutral. I know you've said it's charging and hydrogen eligible for the medium and heavy duty incentives, but I'd like to see what's at the next level of that, and how those would qualify or be eligible for those incentives.

494

01:08:28.529 --> 01:08:36.259

Katrina Fritz: We also encourage you to coordinate the investments across agencies, as Gia was talking about.

495

01:08:36.450 --> 01:08:48.049

Katrina Fritz: To make sure we're matching up, you know, commensurate with some of the vehicle incentives and location of deployments, where we also have this hydrogen charging infrastructure as we build this out.

496

01:08:48.399 --> 01:09:01.910

Katrina Fritz: Also, on the solicitations, we request that you don't cap the projects at \$500K for capital and OEM. When we're talking about the heavy-duty stations, there's a much larger cost that can be incurred.

497

01:09:01.910 --> 01:09:13.150

Katrina Fritz: So we want to make sure that we can maximize, you know, the amount of stations built. You don't need as many heavy-duty stations, but each station is more expensive, so we want that to be reflected

498

01:09:13.250 --> 01:09:14.639

Katrina Fritz: in the program.

499

01:09:15.210 --> 01:09:24.480

Katrina Fritz: And then I do have a question. Could you confirm if the investment plan allocation proposal to reallocate

500

01:09:24.779 --> 01:09:31.750

Katrina Fritz: The reappropriated previous fiscal year funds of \$41.3 million includes the return Shell funding.

501

01:09:32.100 --> 01:09:33.229

Katrina Fritz: Thank you.

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01:09:37.310 --> 01:09:41.450

Nancy Skinner (CEC): Thanks for that question, I will address it. So, the,

503

01:09:45.029 --> 01:09:58.079

Nancy Skinner (CEC): The reallocation amounts, or the \$40 million or so that's listed in the table as reallocated, it is from a variety of fund sources, and it goes back to funds that were

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01:09:58.360 --> 01:10:03.960

Nancy Skinner (CEC): Appropriated to us back in as late as 2019.

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01:10:04.200 --> 01:10:15.580

Nancy Skinner (CEC): So it's a little bit here, a little bit there. And the, so it is not specific to the, return of...

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01:10:15.800 --> 01:10:34.119

Nancy Skinner (CEC): hydrogen-specific monies that we had awarded to Shell and Iwatani that did not proceed. Note, however, that there is a \$40 million hydrogen solicitation that is not included in this table that will open in the next couple of weeks.

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01:10:34.480 --> 01:10:50.639

Nancy Skinner (CEC): And that there is \$22 million in the table proposed for hydrogen solicitations, or at least for hydrogen-specific funding for this 25-26 fiscal year.

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01:10:52.680 --> 01:11:01.100

Katrina Fritz: And can I ask one more question? That's... so the hydrogen-specific funding, what types of projects are eligible for that in that category?

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01:11:01.570 --> 01:11:06.550

Nancy Skinner (CEC): Those... that, the 40 million,

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01:11:06.690 --> 01:11:15.500

Nancy Skinner (CEC): that we have not put out on the street yet, maybe staff can help me, is that, I believe it was mixed vehicle classes, but you can fill me in.

511

01:11:18.550 --> 01:11:26.560

CEC IT AV 1: I don't know if we have the specifics on that yet, but okay, it is... it's mixed vehicle classes, yes. So, in other words, it's not...

512

01:11:27.010 --> 01:11:31.859

Nancy Skinner (CEC): Limited solely and only to, say, light duty or heavy duty.

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01:11:32.540 --> 01:11:35.469

Katrina Fritz: Okay, and is that the same for the \$22 million?

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01:11:36.490 --> 01:11:47.889

Nancy Skinner (CEC): Well, that will not... we will not have... so, anything in the table, we have not developed solicitations for, or decided where to go, because we have to adopt it first.

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01:11:47.890 --> 01:11:48.300

Katrina Fritz: Okay.

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01:11:48.300 --> 01:11:53.740

Nancy Skinner (CEC): But we have made the decision to make all of our

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01:11:53.880 --> 01:12:06.619

Nancy Skinner (CEC): medium and heavy duty, when I say all, most likely all of our medium and heavy duty solicitations going forward, eligible to hydrogen or electric, so that we're not going to limit

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01:12:06.760 --> 01:12:10.530

Nancy Skinner (CEC): And that way, for example, if we open a transit.

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01:12:10.870 --> 01:12:18.089

Nancy Skinner (CEC): If we were to open a transit-specific type of solicitation, we would welcome,

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01:12:18.350 --> 01:12:22.930

Nancy Skinner (CEC): Either types of, vehicles and infrastructure.

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01:12:23.840 --> 01:12:25.990

Katrina Fritz: Okay, thank you very much, Commissioner.

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01:12:28.450 --> 01:12:30.950

Benjamin Tuggy (CEC): All right, thank you, Commissioner and Katrina.

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01:12:31.420 --> 01:12:37.510

Benjamin Tuggy (CEC): The next hand we have is from Vanessa Warheit. So, Vanessa, go ahead.

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01:12:38.410 --> 01:12:42.050

Vanessa Warheit: Thank you. Vanessa Warheit from the...

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01:12:42.410 --> 01:12:57.960

Vanessa Warheit: National Charging Access Coalition. Thank you to staff and Commissioner Skinner and all my fellow committee members for all of your hard work, and, it is refreshing to have a group of people that's all continuing to commit to equitable deployment of clean transportation.

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01:12:57.960 --> 01:13:03.939

Vanessa Warheit: I want to thank Commissioner Skinner for helping us to understand the table, Table ES1.

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01:13:03.940 --> 01:13:11.579

Vanessa Warheit: And just a request in future, it would be really helpful to include this additional \$400 million funding

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01:13:11.580 --> 01:13:24.449



Vanessa Warheit: in a table format with the sources broken out. And I'd like to also echo Mariela's request for a breakdown of where prior funding has gone. I think having that just in a table form would be really helpful to us.

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01:13:24.500 --> 01:13:37.379

Vanessa Warheit: We really appreciate you allocating, a higher balance in the funds that are listed in that table to light duty, given how much is being allocated to medium and heavy duty.

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01:13:37.690 --> 01:13:46.539

Vanessa Warheit: And we are very concerned about what might be happening in the next two years. So, to answer your question about priorities in a tighter budget year.

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01:13:46.780 --> 01:13:55.759

Vanessa Warheit: It would be helpful for us to know what additional funds you are anticipating above and beyond, since it seems like there's this whole...

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01:13:56.220 --> 01:14:05.689

Vanessa Warheit: alphabet soup of different, funds that were out there this year, and I'm still not entirely clear on what is or isn't anticipated in these leaner years to come.

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01:14:05.730 --> 01:14:14.369

Vanessa Warheit: We are really pleased that the Commission is planning to expand workforce development beyond the 1 million to, I believe, 6 million is what I read.

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01:14:14.370 --> 01:14:26.750

Vanessa Warheit: And to focus on opportunities for low-income and disadvantaged communities. We would also encourage you to consider the, AI impacts that are happening on California's workforce as you craft policies to develop

535

01:14:26.750 --> 01:14:31.029

Vanessa Warheit: this really important new employment sector in the EV charging space.

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01:14:31.060 --> 01:14:46.590

Vanessa Warheit: and medium and heavy duty space. Just pointing out, recent studies have shown that AI is already impacting the workforce and has the potential for massive disruptions to labor markets. So, just something to keep in mind. We're really glad that CEC is increasing,

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01:14:46.620 --> 01:15:02.030

Vanessa Warheit: Charging infrastructure and home-based charging in particular. I want to echo previous comments that are supportive of focusing light-duty funding in low-income and disadvantaged areas, and also on multifamily and rental housing. Thank you for prioritizing communities in charge.

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01:15:02.030 --> 01:15:13.029

Vanessa Warheit: Please continue this focus, in particular on retrofitting older buildings and affordable housing, even new housing, which are not sufficiently covered by CalGreen for charging.

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01:15:13.030 --> 01:15:27.870

Vanessa Warheit: And I also want to encourage you to prioritize, wherever possible, direct wiring of home-based charging infrastructure to ensure that low-income customers are able to charge their EVs on subsidized utility rates, which they may well qualify for.

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01:15:27.870 --> 01:15:39.329

Vanessa Warheit: I have a question about prioritizing fast charging, because, I'm not clear on whether the NEVI and CFI federal funds that were mentioned are, in fact, secured, so that's a question that I have for you.

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01:15:39.330 --> 01:15:50.529

Vanessa Warheit: And I'm about out of time, but thank you for prioritizing Indigenous communities. We'd like to know more about how the CEC plans to roll out their support to overcome the many historical barriers

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01:15:50.530 --> 01:16:03.810

Vanessa Warheit: to tribal participation in open funding calls. And my last note is just, we want to echo the concerns about, light duty hydrogen. It seems very, very clear that hydrogen belongs in medium and heavy duty only. Thank you.

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01:16:05.760 --> 01:16:14.230

Nancy Skinner (CEC): I will take on the what we anticipate question, and I'll let staff, if they want to comment now on the other questions.

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01:16:14.350 --> 01:16:16.699

Nancy Skinner (CEC): What we anticipate.

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01:16:17.260 --> 01:16:22.370

Nancy Skinner (CEC): the only Secured, ongoing source of revenue.

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01:16:22.500 --> 01:16:26.159

Nancy Skinner (CEC): for the CEC for supporting ZEV infrastructure.

547

01:16:26.390 --> 01:16:36.050

Nancy Skinner (CEC): is the Clean Transportation Program funds. That's the only guaranteed, because it was... Enacted through specific

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01:16:36.220 --> 01:16:43.709

Nancy Skinner (CEC): Vehicle license fees and some other fees, and with the, bill by

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01:16:43.880 --> 01:16:47.569

Nancy Skinner (CEC): then Assemblymember Reyes and Senator,

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01:16:47.790 --> 01:16:54.909

Nancy Skinner (CEC): Lena Gonzalez, it was extended for... Bill, you probably know, was it extended for 10 years?

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01:16:55.610 --> 01:17:06.490

Nancy Skinner (CEC): Yeah, so it's... that's going to be secure unless the legislature reverses it for the next, 8 years, because it's... we're 2 years into that extension.

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01:17:06.730 --> 01:17:12.760

Nancy Skinner (CEC): Now... as... Bill Magavern pointed out.

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01:17:13.050 --> 01:17:26.529

Nancy Skinner (CEC): while we, the CEC, don't know what funding might come forward, and technically, can't lobby for it, though certainly we all talk, anyway...

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01:17:27.790 --> 01:17:32.080

Nancy Skinner (CEC): I think his message, Bill's message that

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01:17:33.540 --> 01:17:39.329

Nancy Skinner (CEC): All advocates of supporting zero-emission vehicle infrastructure.

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01:17:39.330 --> 01:17:53.910

Nancy Skinner (CEC): should be communicating to the legislature that priority, because they do have greenhouse gas funds available that they have not appropriated, and that is an ongoing source of funds, since the legislature chose to extend

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01:17:54.070 --> 01:18:04.470

Nancy Skinner (CEC): what was called our cap and trade program, now renamed Cap and Invest, so that will be an ongoing source of funds. And of course, there's the,

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01:18:04.910 --> 01:18:20.210

Nancy Skinner (CEC): LCFS funds, and there are potentially other monies, you know, that's really up for the governor and the legislature to decide, but certainly external players can, can interact with that.

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01:18:20.210 --> 01:18:28.959

Nancy Skinner (CEC): And I just wanted to also express my appreciation for, Chris's comments, Chris from CARB, about grounding this.

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01:18:29.010 --> 01:18:30.860

Nancy Skinner (CEC): in public health.

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01:18:30.930 --> 01:18:35.759

Nancy Skinner (CEC): that You know, we talk, obviously, about the climate crisis.

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01:18:37.280 --> 01:18:55.769

Nancy Skinner (CEC): But our commitment, and when I say our, the state of California's commitment to zero-emission transportation is very grounded in the fact that there are real, tangible health impacts to our relying on fossil fuels as the source of fueling transportation.

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01:18:55.990 --> 01:18:59.899

Nancy Skinner (CEC): Deaths from dirty air and particulate matter are real.

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01:19:00.100 --> 01:19:08.870

Nancy Skinner (CEC): And as CARB pointed out, they will go up, given the reversals of the Trump administration and the EPA.

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01:19:08.920 --> 01:19:14.230

Nancy Skinner (CEC): They... Californians are now... more will die due to that.

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01:19:14.230 --> 01:19:31.250

Nancy Skinner (CEC): And so, it is that much more incumbent upon all of us, upon the state of California, to continue our commitments. That wasn't fully an answer to your question, but I had to make those comments. But, staff, perhaps you were willing to address Vanessa's other questions.

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01:19:37.280 --> 01:19:42.670

Charles Smith (CEC): This is Charles Smith. I can speak a little bit about the,

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01:19:43.400 --> 01:19:50.530

Charles Smith (CEC): the question about how secure federal funds are that we are administering for ZEV infrastructure.

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01:19:50.810 --> 01:19:58.720

Charles Smith (CEC): The NEVI funds, we had some success, just earlier this month getting,

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01:19:59.060 --> 01:20:03.259

Charles Smith (CEC): our first two NEVI solicitations funds.

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01:20:03.600 --> 01:20:20.399

Charles Smith (CEC): obligated, all of them obligated by FHWA, so we're very happy about that, and we're continuing to work with our Caltrans partners to get additional funds obligated through FHWA for future NEVI solicitations.

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01:20:20.860 --> 01:20:28.560

Charles Smith (CEC): On the CFI side, we...

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01:20:28.770 --> 01:20:40.640

Charles Smith (CEC): We have a executed agreement for the Round 1B award that California, Oregon, and Washington were a part of.

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01:20:40.910 --> 01:20:49.820

Charles Smith (CEC): We were able to obligate some of those funds early on, but have not been able to obligate new funds that are,

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01:20:50.830 --> 01:20:52.530

Charles Smith (CEC): specific for...

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01:20:52.660 --> 01:21:07.870

Charles Smith (CEC): implementing a funding solicitation just yet. We're still drafting that solicitation package with the

expectation that we'll get those funds available in the future, but those funds are not available to us as of yet.

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01:21:08.170 --> 01:21:16.880

Charles Smith (CEC): And then for the CEC's own CFI Round 2 Award, similarly, the... well, in that case, we...

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01:21:16.880 --> 01:21:29.689

Charles Smith (CEC): don't have any agreement yet with FHWA for the award. We're still reaching out to them, looking for further clarification and direction as to when and how we can get that award set up.

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01:21:29.720 --> 01:21:31.829

Charles Smith (CEC): So... Thanks for the question.

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01:21:36.190 --> 01:21:37.330

Benjamin Tuggy (CEC): All right.

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01:21:37.920 --> 01:21:45.799

Benjamin Tuggy (CEC): Thank you all. Next hand we have raised is from Ted Lamm. So, Ted, go ahead.

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01:21:47.250 --> 01:21:49.040

Ted Lamm: Thanks, this is...

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01:21:49.040 --> 01:22:11.439

Ted Lamm: Ted Lamm from the Center for Law, Energy, and the Environment at UC Berkeley. Thank you to Commissioner Skinner and all the staff for having all of us here today. I think most of what I want to say has been said already, so I'll be very brief. First, I want to just commend and sort of extend emphasis on the Commission and staff's focus on

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01:22:11.440 --> 01:22:29.180

Ted Lamm: multifamily and residential approaches, including Level 1 and Level 2, and lower-powered options for the light-duty investment. I think any and all investment in charging

infrastructure at and near homes is one of the most important things that this program can do

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01:22:29.180 --> 01:22:35.769

Ted Lamm: Right now, in particular in light of the actions being taken at the federal level and tighter budgets all around.

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01:22:35.770 --> 01:22:52.470

Ted Lamm: Anything that can make charging access more ubiquitous for those who do not have the financial and infrastructural capacity to put it in their own private garage or driveway may be the most important thing we can do to expand access, both at large, but also in particular for underserved communities.

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01:22:52.470 --> 01:22:56.930

Ted Lamm: So I suggest that that emphasis be retained in the final plan.

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01:22:56.930 --> 01:23:14.319

Ted Lamm: In the solicitations that go in that space, I also want to emphasize that the Commission should prioritize even the lower-powered projects that do demonstrate grid support and grid integration capacity, whether that's readiness for vehicle-to-grid applications or

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01:23:14.320 --> 01:23:35.899

Ted Lamm: demand response applications. Any projects that can help support a lower cost and more distributed grid that is increasingly more renewable powered can help serve reliability and affordability goals for all energy customers, not just drivers, as well as supporting broader clean air initiatives, not just coming from the tailpipe. And I think that multiple benefits should be embraced as much as possible.

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01:23:35.900 --> 01:23:58.899

Ted Lamm: And then finally, to the question about what aspects should be considered during a tighter budget year, I think everyone on staff is already doing this, but to the extent possible, recognizing that it is not financially going to be the case that the state has the capacity to cover the gap that's



being created by the actions taken in DC right now, across both the vehicle incentives and all the different charging programs.

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01:23:58.900 --> 01:24:12.119

Ted Lamm: but rather to assess where can the state and this program most cost-effectively fill those gaps. And that includes on the progress that we will lose on the overall vehicle market due to the loss of the tax credits.

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01:24:12.120 --> 01:24:27.909

Ted Lamm: Of course, this is not a program that deals with that, but to the extent that the plan can fund and invest in charging, that really helps advance adoption as quickly as possible and minimize that gap, if that's the most cost-effective thing to do with these dollars, I support that strongly.

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01:24:28.200 --> 01:24:29.330

Ted Lamm: That's it, thank you.

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01:24:32.210 --> 01:24:33.750

Benjamin Tuggy (CEC): Alright, thank you, Ted.

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01:24:34.570 --> 01:24:38.639

Benjamin Tuggy (CEC): Next up, we have Sam Wilson. Sam, go ahead.

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01:24:41.240 --> 01:24:55.480

Sam Wilson - UCS: Hey, good afternoon, everybody. Sam Wilson, Senior Analyst with the Union of Concerned Scientists. Just a quick thank you to Commissioner Skinner and, staff for the meaningful work on, accelerating ZEV infrastructure deployment across our state.

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01:24:55.480 --> 01:25:04.939

Sam Wilson - UCS: You know, I think it goes without saying that, that our work, that we're, you know, to electrify our transportation system really is more important than ever today.

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01:25:04.950 --> 01:25:16.509

Sam Wilson - UCS: Given the ongoing and escalating federal attacks on public health and science-based decision-making, climate change mitigation, and our nation's global, competitiveness,

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01:25:16.730 --> 01:25:33.430

Sam Wilson - UCS: But, yeah, so just, some quick feedback here. UCS supports the continued prioritization of battery electric fueling infrastructure for commercial vehicles, as well as the prioritization of funding, that's directed toward freight centers such as ports.

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01:25:33.430 --> 01:25:46.130

Sam Wilson - UCS: battery electric technologies have the most significant potential to address climate change and air quality impacts from our transportation system in the near term, so we're happy to see this focus.

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01:25:46.200 --> 01:26:01.589

Sam Wilson - UCS: Additionally, we see that that focus on electrification at freight hubs is, like, a low or no regret strategy. Electrifying drayage in particular is key to addressing inequitable access to healthy air in historically marginalized communities.

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01:26:01.590 --> 01:26:07.620

Sam Wilson - UCS: And to continue to promote energy-efficient and lower-cost operations for California drayage fleets.

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01:26:07.620 --> 01:26:24.589

Sam Wilson - UCS: Just some quick, specific recommendations on the draft report. I think a lot of these have already been said, but just reiterating, we'd recommend that staff include additional figures in the report, just to be, like, super clear as to what... where the total funding, or what total funding is available.

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01:26:24.590 --> 01:26:37.899

Sam Wilson - UCS: Such as a breakdown of the additional \$400 million currently available. I think that this could help

stakeholders avoid any confusion, and also perhaps in the future serve as a resource as we look back to previous reports.

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01:26:37.900 --> 01:26:56.999

Sam Wilson - UCS: Second, just to also reiterate the suggestion that the report include a high-level overview of the derelict or revoked federal infrastructure programs and funding, I think that this could help us all strategize and ensure that California continues to address the lapsed federal leadership.

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01:26:57.000 --> 01:27:21.990

Sam Wilson - UCS: Third suggestion, and I do understand that there are some reasonable limitations here, but, you know, given that this group and CTP staff have deep expertise, in, you know, the infrastructure technologies and funding, conversations that we're having, I do think it would... this would be a good venue to examine and analyze some policies, some programs that could expand revenue

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01:27:21.990 --> 01:27:32.080

Sam Wilson - UCS: generation in the future. Again, understanding some limitations there, and that, you know, know that the Commission has done some of this work in the ZEV Forward,

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01:27:32.150 --> 01:27:50.220

Sam Wilson - UCS: with other agencies. And then finally, we'd recommend that staff consider including a section in the report detailing how, staff have promoted funding opportunities and engaged with ports, fleets, infrastructure programs, and other funding recipients, just to better understand

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01:27:50.220 --> 01:28:15.210

Sam Wilson - UCS: how programmatic improvements can be made over time. So, in conclusion, I've personally seen that some of the electrification staff at our state's major ports are really laser-focused on clean ports program implementation right now, and the bandwidth is a little limited. So, it may be good for the state to step up engagement and assistance, given the kind of, you know, whirlwind that our port staff are currently experiencing with

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01:28:15.210 --> 01:28:17.349

Sam Wilson - UCS: the CPP, and thank you very much.

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01:28:20.460 --> 01:28:22.040

Benjamin Tuggy (CEC): Alright, thank you, Sam.

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01:28:23.270 --> 01:28:29.109

Benjamin Tuggy (CEC): The next commenter from the advisory committee that we have, who's raised their hand.

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01:28:29.250 --> 01:28:32.499

Benjamin Tuggy (CEC): is Beverly Greene. So, Beverly, go ahead.

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01:28:33.810 --> 01:28:45.510

Beverly Greene, Santa Clara Valley Transportation Authority (VTA: Hello, my name is Beverly Greene, and I'm the Chief Government Affairs Officer for the Santa Clara Valley Transportation Authority, VTA, and I'd like to thank the CEC staff

615

01:28:45.510 --> 01:28:54.660

Beverly Greene, Santa Clara Valley Transportation Authority (VTA: And especially the leadership of the Honorable Nancy Skinner for the work that is being done to make sure that our environment is safe.

616

01:28:54.660 --> 01:29:12.419

Beverly Greene, Santa Clara Valley Transportation Authority (VTA: I want to align my comments with Michael Pimentel of the California Transit Association, and just also only add that the way to decrease greenhouse gas emissions is for people to use public transit, which is obviously heavy duty. Thank you.

617

01:29:15.410 --> 01:29:17.009

Benjamin Tuggy (CEC): Alright, thank you, Beverly.

618

01:29:17.750 --> 01:29:22.000

Benjamin Tuggy (CEC): Next up, we have Luis Olmedo. Luis, go ahead.

619

01:29:25.410 --> 01:29:27.469

Luis Olmedo: Sometime I'm about to take off.

620

01:29:28.060 --> 01:29:29.219

Luis Olmedo: on a flight.

621

01:29:29.570 --> 01:29:31.389

Luis Olmedo: We won't fair.

622

01:29:32.510 --> 01:29:36.460

Luis Olmedo: I'll just add a couple of few general comments.

623

01:29:36.920 --> 01:29:39.679

Luis Olmedo: One is, thank you, Commissioner.

624

01:29:39.950 --> 01:29:43.090

Luis Olmedo: Skinner, your team, and everyone involved.

625

01:29:43.400 --> 01:29:45.550

Luis Olmedo: For putting this draft plan together.

626

01:29:45.960 --> 01:29:48.489

Luis Olmedo: Once the California continues to be committed.

627

01:29:49.710 --> 01:29:50.630

Luis Olmedo: Believe me.

628

01:29:50.840 --> 01:29:53.459

Luis Olmedo: Diversification of transportation.

629

01:29:53.960 --> 01:29:54.650

Luis Olmedo: And...

630

01:29:55.260 --> 01:30:06.150

Luis Olmedo: It's just good business. You know, no matter what argument is out there, it's good business. It means that we don't have to import energy to drive down consumer prices and make them affordable.

631

01:30:06.330 --> 01:30:14.929

Luis Olmedo: It means that here we can have options. If one fuel source goes up, guess what? We got other options that we can, rely on.

632

01:30:15.120 --> 01:30:16.799

Luis Olmedo: I do live in the border.

633

01:30:17.120 --> 01:30:23.300

Luis Olmedo: And one area that I have seen, missed that I highly encourage is CEC.

634

01:30:23.530 --> 01:30:32.370

Luis Olmedo: And members to get to know, always welcome a tour of the mob, but we're right at the border, and transportation does not end

635

01:30:32.490 --> 01:30:34.750

Luis Olmedo: At the border.

636

01:30:35.060 --> 01:30:39.199

Luis Olmedo: And so, I highly encourage that there is a paragraph

637

01:30:39.320 --> 01:30:49.790

Luis Olmedo: Where there is a pathway, perhaps even commitments, to talk, binationally at the U.S.-Mexico border. Certainly can be done with, other areas, but California has bordered through

638

01:30:49.860 --> 01:31:02.960

Luis Olmedo: Baja California, and certainly a lot of people in California travel down to Baja California Sur, and we need to find a way to have a universal connection all across, especially as housing is becoming unaffordable in the United States.

639

01:31:02.960 --> 01:31:11.380

Luis Olmedo: Also in California, we have a lot of people living on the other side of the border, and we need to be able to convey the needs, to the other side.

640

01:31:11.390 --> 01:31:14.520

Luis Olmedo: The other is missed opportunity, is that there is

641

01:31:14.570 --> 01:31:21.880

Luis Olmedo: This is a very large transfer of public wealth, which is going to the traditional, private sector.

642

01:31:21.990 --> 01:31:41.659

Luis Olmedo: Why not put a greater emphasis and more investment? And I've heard others talk about, you know, just the inequalities that continue to exist in rural California, and other parts of California, whether it's coastal rural as well. But more investments, making sure that these investments are also staying within the public sector, which

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01:31:41.750 --> 01:31:51.379

Luis Olmedo: Well, can create a larger public wealth, not just private wealth, but a larger public wealth by having more ownership, more control of,

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01:31:51.830 --> 01:32:07.059

Luis Olmedo: Of this, you know, what does that mean? It could be cities, it could be counties, it, you know, it could be nonprofits, it could be anything that will return that money and has an obligation to return that money to the public, and those resources. So, this...

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01:32:07.190 --> 01:32:13.690

Luis Olmedo: again, just part of the larger portfolio. I'm sorry if I took too much time, I'm not watching the timer, given my circumstance right here. Thank you.

646

01:32:16.960 --> 01:32:19.949

Charles Smith (CEC): All right, thank you, Luis.

647

01:32:20.290 --> 01:32:26.790

Charles Smith (CEC): Next, member with their hand raised is Reverend Harvey Vaughn III.

648

01:32:27.100 --> 01:32:32.859

Charles Smith (CEC): Reverend, if you can hear us, you can unmute on your end and begin your comments when you're ready.

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01:32:43.630 --> 01:32:45.850

Charles Smith (CEC): Reverend Vaughn, if you can hear us?

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01:32:45.850 --> 01:32:52.389

Rev. Harvey Vaughn III: I can. I can hear you. Sorry about that, guys. Thank you, Commissioner Skinner.

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01:32:52.660 --> 01:33:00.039

Rev. Harvey Vaughn III: through all the hard work that you're doing. The question that I have is regarding the allocation of funds

652

01:33:00.350 --> 01:33:08.409

Rev. Harvey Vaughn III: to underserved communities. All of the funds that are going, and the fast chargers that are being placed in various areas.

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01:33:08.750 --> 01:33:11.450

Rev. Harvey Vaughn III: I did ask a question in the chat earlier.

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01:33:11.650 --> 01:33:18.750

Rev. Harvey Vaughn III: How are we making sure that the fast chargers are actually getting into underserved communities?

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01:33:18.990 --> 01:33:24.630

Rev. Harvey Vaughn III: It's extremely important. We keep... we're talking about, you know, the...



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01:33:25.050 --> 01:33:29.860

Rev. Harvey Vaughn III: Making the, electric cars and electric transit available.

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01:33:30.220 --> 01:33:35.739

Rev. Harvey Vaughn III: to the population. I think the underserved community is overlooked. I started a church

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01:33:35.950 --> 01:33:47.500

Rev. Harvey Vaughn III: That is in one of those communities, that's San Diego, California, Bethel AME Church in San Diego. And the other thing that I have a question about, will there be grants offered to communities

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01:33:47.650 --> 01:34:02.379

Rev. Harvey Vaughn III: underserved communities, so that people can add the charging station to their homes. Many of these homes are older homes, they don't have the electrical infrastructure that is necessary

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01:34:02.510 --> 01:34:07.770

Rev. Harvey Vaughn III: for charging stations, so I am here looking at and identifying communities

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01:34:07.890 --> 01:34:16.910

Rev. Harvey Vaughn III: I think we need to make sure that the underserved communities are getting the fast chargers, but then also getting access or means

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01:34:17.070 --> 01:34:28.149

Rev. Harvey Vaughn III: to put the charging stations that they can have in their own homes. We need to make sure that that's available for them. Then I won't miss any comments off,

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01:34:28.590 --> 01:34:37.009

Rev. Harvey Vaughn III: I'll listen to comments that everyone has. I think that's extremely important. I know there's a lot of work happening that is very positive.

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01:34:37.120 --> 01:34:43.180

Rev. Harvey Vaughn III: But if we're not... if we're not making...  
The fast chargers available.

665

01:34:43.290 --> 01:34:57.160

Rev. Harvey Vaughn III: And if we're not giving people the  
revenue that they need so that they can put a charging station  
in their home, how will they be able to do it? Because they  
don't have the financial resources

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01:34:57.390 --> 01:34:58.989

Rev. Harvey Vaughn III: To make that a reality.

667

01:34:59.270 --> 01:35:08.489

Rev. Harvey Vaughn III: Again, thank you so much for all of the  
hard work. I think all of us on the line are very aware with  
what is happening in Washington, D.C.,

668

01:35:08.650 --> 01:35:20.890

Rev. Harvey Vaughn III: This commission and this advisory  
commission, the work that we're doing is extremely important to  
the state of California and the residents there.

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01:35:21.330 --> 01:35:22.370

Rev. Harvey Vaughn III: Thank you.

670

01:35:25.720 --> 01:35:29.700

Nancy Skinner (CEC): Thank you, Reverend Vaughn, for the  
comments and for your question.

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01:35:29.840 --> 01:35:40.129

Nancy Skinner (CEC): One of the reasons that in this investment  
plan, the draft, and in our principles that we put out  
initially.

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01:35:40.700 --> 01:35:59.020

Nancy Skinner (CEC): One of the reasons we had an emphasis on increasing our support for at- or near-home charging is because we know that that is one of the largest obstacles. And of course, it is one of the largest obstacles for people with less means.

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01:35:59.760 --> 01:36:11.699

Nancy Skinner (CEC): Because when they think about acquiring an EV, even if we... even if there is support, say, from another source, whether it's, the Air District or...

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01:36:11.800 --> 01:36:24.449

Nancy Skinner (CEC): a utility or somewhere else, or even, in some cases, some cities have provided some rebates for acquiring an electric vehicle. If you don't have the confidence that you can charge it.

675

01:36:24.450 --> 01:36:33.759

Nancy Skinner (CEC): then what we've seen, all the data shows you're less likely to acquire. So that's one of the reasons we have decided to put that emphasis. Now.

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01:36:34.000 --> 01:36:39.920

Nancy Skinner (CEC): We are still working out how to do that optimally, and

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01:36:39.970 --> 01:36:52.850

Nancy Skinner (CEC): the multifamily, especially rental multifamily versus condo ownership. Condo ownership is obviously multifamily, but that tends to be a little,

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01:36:52.850 --> 01:37:05.400

Nancy Skinner (CEC): more upper income, not high, high income necessarily, but it doesn't, get at the population that may be less likely to acquire an EV. So, we're looking at...

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01:37:05.490 --> 01:37:13.540

Nancy Skinner (CEC): How to expand in the multifamily rental properties. But additionally, we're looking at how to support

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01:37:14.630 --> 01:37:23.519

Nancy Skinner (CEC): rental, single-family homes, or owner-occupied. Now, that's... it's not impossible. It's a little trickier, because

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01:37:23.720 --> 01:37:40.170

Nancy Skinner (CEC): It's... if you could imagine, if we were to try to design a program to support, say, all, that's quite expensive, so how do we design it to do it appropriately, which we are still working on, so welcome, welcome input on that.

682

01:37:40.410 --> 01:37:44.500

Nancy Skinner (CEC): And the other thing we're looking at, in certain neighborhoods.

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01:37:44.650 --> 01:37:51.600

Nancy Skinner (CEC): some of even single-family type of neighborhoods, they're... they were built pre-World War II,

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01:37:51.600 --> 01:38:08.350

Nancy Skinner (CEC): And there's a number of those types that don't necessarily have driveways or garages, and so adding a charger just at that one home is not all that practical. So we're also looking at what's known as curbside charging.

685

01:38:08.600 --> 01:38:16.319

Nancy Skinner (CEC): And, there's a few good pilots of that in a few places. So we're looking at...

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01:38:17.050 --> 01:38:23.860

Nancy Skinner (CEC): A variety of different strategies to address this, but we welcome suggestions.

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01:38:23.910 --> 01:38:42.120

Nancy Skinner (CEC): And, we... additionally, what I thought was worth pointing out is that we are in the midst of developing a... I'm going to forget the terminology, staff... is it an request for... RFP, yeah. Okay, we're in the midst of developing a request for proposals, an RFP.

688

01:38:42.300 --> 01:38:46.519

Nancy Skinner (CEC): That would... support, it basically...

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01:38:47.330 --> 01:38:54.709

Nancy Skinner (CEC): It would, provide funding, and this would be a pilot project, but it would provide funding in a few

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01:38:54.990 --> 01:38:57.690

Nancy Skinner (CEC): geographic regions in California.

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01:38:57.950 --> 01:39:05.599

Nancy Skinner (CEC): Where the entity that would receive the funding would be responsible for partnering with others, and

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01:39:06.230 --> 01:39:12.410

Nancy Skinner (CEC): In effect, putting together a whole, kind of one-stop shop, but

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01:39:12.850 --> 01:39:18.029

Nancy Skinner (CEC): and I don't mean to say this in a pejorative way, but sort of hand-holding

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01:39:18.160 --> 01:39:36.079

Nancy Skinner (CEC): for residents who've not yet acquired an EV, so lower-income residents who feel it's daunting, who may think, you know, this is impossible for me. But in particular regions, we know that there are still lots of sources of

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01:39:36.190 --> 01:39:55.760

Nancy Skinner (CEC): funding. There are, for example, some air districts that are still funding some rebates. There are some IOUs, meaning utilities that are. There are some, what we call the community choice aggregators that have some funding. There's a variety. The City of San Jose, for example, had some monies available.

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01:39:55.760 --> 01:39:57.270

Nancy Skinner (CEC): And what...

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01:39:57.310 --> 01:40:08.880

Nancy Skinner (CEC): While we cannot fund the acquisition of a vehicle, we certainly can fund an entity to provide that kind of support and put together

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01:40:08.900 --> 01:40:18.439

Nancy Skinner (CEC): All of the different incentive programs that are in a particular region, and help walk some households through how to do this, and then also

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01:40:18.440 --> 01:40:36.989

Nancy Skinner (CEC): how to ensure that they have charging access, whether it is supporting a charger at their residence or nearby. So we're designing that right now, and hope to get that out in the next couple of months. So that's another program that we're looking very closely at.

700

01:40:39.110 --> 01:40:43.229

Rev. Harvey Vaughn III: Thank you, Commissioner. I'll be looking forward to,

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01:40:43.690 --> 01:40:47.680

Rev. Harvey Vaughn III: When the RFP comes out, is that gonna be on the website?

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01:40:49.980 --> 01:40:56.669

Nancy Skinner (CEC): Yes, it will, and we'll also make sure to send a notice out to all the advisory committee members.

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01:40:56.670 --> 01:40:59.180

Rev. Harvey Vaughn III: Thank you.

704

01:41:03.210 --> 01:41:09.360

Charles Smith (CEC): All right, thank you. Our next raised hand is of Suzanne Catfish.

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01:41:09.790 --> 01:41:10.750  
Charles Smith (CEC): Suzanne?

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01:41:11.890 --> 01:41:28.770  
Suzanne Caflisch - Better World Group: Yes, thank you. So my name is Suzanne Caflisch, I'm with the Better World Group. I really appreciate Commissioner Skinner and the CEC staff, and, the continued commitment to incorporate

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01:41:28.770 --> 01:41:31.200  
Suzanne Caflisch - Better World Group: Feedback to this plan.

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01:41:31.200 --> 01:41:48.789  
Suzanne Caflisch - Better World Group: A lot of what I'll say has already been said. I'll just note up top, I think I want to align my comments with Mariela from ALA, and also Mars from Greenlining, as well as, many others who have raised similar, comments thus far.

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01:41:48.950 --> 01:42:00.989  
Suzanne Caflisch - Better World Group: So I'll start by saying that we understand the reasoning behind the allocations and staff's explanations for the proposed focus on LDVs.

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01:42:00.990 --> 01:42:12.579  
Suzanne Caflisch - Better World Group: We... we still want to stress the importance of prioritizing medium and heavy duty investments going forward, out of a desire to continue to focus on where

711

01:42:12.590 --> 01:42:23.920  
Suzanne Caflisch - Better World Group: The greatest pollution reduction gains can happen, and we'd like to see this commitment continued, particularly when it comes to funds to electrify buses for public transit fleets.

712

01:42:24.190 --> 01:42:37.980  
Suzanne Caflisch - Better World Group: Also in general, echoing what many have already expressed, we really want to prioritize directing investments to benefit disadvantaged and low-income

communities, where there are continued and persistent equity gaps.

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01:42:37.980 --> 01:42:57.370

Suzanne Caflisch - Better World Group: We think it's important to go beyond the 50% minimum investment in these communities, and, would also echo the question that was asked earlier about learning more regarding the metrics that were mentioned in the plan that would go beyond location to measure and assess these benefits.

714

01:42:57.680 --> 01:43:12.669

Suzanne Caflisch - Better World Group: To the question about, light-duty funding allocations, we want to continue to recommend a focus on multifamily home charging when it comes to light-duty investments, with a particular focus on renters.

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01:43:12.740 --> 01:43:27.910

Suzanne Caflisch - Better World Group: As Commissioner Skinner, I believe, just mentioned, you know, for many people living in these residences, charging is the biggest obstacle to EV adoption, and I'll also add we support an emphasis on Level 1 charging options.

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01:43:27.960 --> 01:43:34.529

Suzanne Caflisch - Better World Group: When it comes to funding hydrogen fueling infrastructure, as is required by AB126,

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01:43:34.530 --> 01:43:48.689

Suzanne Caflisch - Better World Group: We believe the emphasis should stay firmly on medium and heavy-duty infrastructure, and in the light duty sector, it's clear to us that battery electric vehicles are more fuel-efficient and cost-effective than fuel cell vehicles.

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01:43:48.710 --> 01:44:00.029

Suzanne Caflisch - Better World Group: On the workforce end, we're really glad to see the Commission focusing on workforce development and expanding, investments in coming fiscal years.

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01:44:00.030 --> 01:44:12.719

Suzanne Caflisch - Better World Group: I would echo, I believe it was Mars' question earlier about speaking to the specific projects that the \$1 million would be allocated towards in this fiscal year.

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01:44:12.920 --> 01:44:24.290

Suzanne Caflisch - Better World Group: We just are asking out of a desire to understand better how these, these funds are spent and not duplicate pathways that exist. Thanks again for the time.

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01:44:31.110 --> 01:44:39.320

Charles Smith (CEC): All right, thank you, and thank you all Advisory Committee members. I do not see any raised hands in the Zoom.

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01:44:39.380 --> 01:44:53.879

Charles Smith (CEC): Among the advisory committee members. So if you would like the opportunity to speak, please do raise your hand now. Also, look around the room to see if there are any advisory committee members in the room who had not yet had an opportunity to speak.

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01:44:54.710 --> 01:44:58.500

Charles Smith (CEC): But... Seeing none...

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01:45:00.870 --> 01:45:06.829

Charles Smith (CEC): Mars, I see your hand raised again. Do you want to follow up on your previous comment?

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01:45:07.440 --> 01:45:08.500

Charles Smith (CEC): For a question?

726

01:45:08.500 --> 01:45:21.479

Mars Wu (they/she), Greenlining: Thank you. I just wanted to uplift, I put two questions in the chat, just wanted, one to clarify, Commissioner Skinner, were you saying that you, that, that you all are looking at supporting single-family

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01:45:21.500 --> 01:45:30.719

Mars Wu (they/she), Greenlining: home charging. I think that's... that's maybe a shift that was made a number of years ago, to focus on multifamily, so just curious about that. And then also..

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01:45:31.030 --> 01:45:32.980

Mars Wu (they/she), Greenlining: On the one-stop shop.

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01:45:33.140 --> 01:45:49.359

Mars Wu (they/she), Greenlining: idea. I know there's some programs such as Access Clean California, which, do have some overlap with what you're describing, sorry, around aggregating incentives and assisting community members with applications, so just want to uplift that and make sure that, again.

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01:45:49.670 --> 01:45:54.959

Mars Wu (they/she), Greenlining: You know, we're not reinventing the wheel if we have existing resources.

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01:45:57.470 --> 01:46:12.529

Nancy Skinner (CEC): Thank you. We are... it is our intention, and we'll do the best we can, to have this be integrated with existing resources and complement or draw upon those versus reinvention of the wheel.

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01:46:21.270 --> 01:46:23.049

Charles Smith (CEC): Alright, thank you very much.

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01:46:25.960 --> 01:46:36.130

Charles Smith (CEC): I do not see any hands raised on the Zoom or any hands raised in person, so I think at this point, we might shift over to the public comment period.

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01:46:37.830 --> 01:46:40.340

Charles Smith (CEC): Mabel, are you, configured?

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01:46:40.700 --> 01:46:41.790

Charles Smith (CEC): To lead on that.

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01:46:51.060 --> 01:47:01.680

CEC IT AV 1: Great, so good afternoon, everyone. I'm Mabel Aceves Lopez, the Assistant Project Manager for the Investment Plan, and we will now transition into our public comment period.

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01:47:01.940 --> 01:47:08.379

Mabel Aceves Lopez (CEC): So we will start with any attendees in the room who would like to make a comment, and then move to those joining us virtually.

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01:47:09.350 --> 01:47:17.369

Mabel Aceves Lopez (CEC): So if you're joining us at the in-person location and would like to make a comment, please make your way up to the podium here and form a line.

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01:47:25.670 --> 01:47:31.880

Mabel Aceves Lopez (CEC): Alright, so I do see one member of the public coming up to the podium, so, before you make your comment, please

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01:47:32.240 --> 01:47:39.540

Mabel Aceves Lopez (CEC): state and spell your name and affiliation. You will have 2 minutes to make your comment, and there'll be a timer on the screen.

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01:47:40.000 --> 01:47:40.840

Mabel Aceves Lopez (CEC): Thank you.

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01:47:47.430 --> 01:48:01.619

Orville Thomas: Orville Thomas, O-R-V-I-L-L-E, last name Thomas, T-H-O-M-A-S, CEO of California Energy Power and Innovation Collaborative, CalEpic. Thank you for the opportunity to participate in a former life, a former job.

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01:48:01.620 --> 01:48:07.859

Orville Thomas: We helped reauthorize the Clean Transportation Program, so it's great to see staff and the Commissioner

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01:48:08.030 --> 01:48:10.580

Orville Thomas: Put out a product and a plan.

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01:48:10.580 --> 01:48:31.480

Orville Thomas: That is thoughtful and achievable for 25 and 26. I'm also a former governor appointee to public health, so it's great to hear public health mentioned out loud, and talked about in context. I agree with several of the points brought up. It's great to see hydrogen growth for public transit. It'll be better if we see the price per kilogram come a little bit down and make it more accessible.

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01:48:31.480 --> 01:48:41.860

Orville Thomas: and budgetable. It's imperative that we fund more full-time multi-family dwelling installations. Also making sure that, they are being maintained and working well for those that use it.

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01:48:41.860 --> 01:48:52.999

Orville Thomas: Has an EV driver that is a renter, that does not have access to a garage or a charger. It's great to see investments. I'm charging at a publicly available Level 2 charger right now.

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01:48:53.160 --> 01:49:05.770

Orville Thomas: And it is imperative that we have those continue to move out. From my perspective of running a non-profit clean tech accelerator that also trains disadvantaged community members on green careers, the workforce development portion

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01:49:06.210 --> 01:49:10.890

Orville Thomas: of CTP is going to be critical in how it's structured and how the rest of the budget

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01:49:10.890 --> 01:49:27.960

Orville Thomas: can incentivize hiring and innovation. We have trained over 40 people in 2025 to maintain EV chargers through our partnership with ChargerHelp, and out of those 40, unfortunately, only 3 people have had jobs and hired, because of a partnership we have with an EV manufacturer.

751

01:49:29.020 --> 01:49:43.840

Orville Thomas: what we are hearing and what we are seeing is that we are dangerously close to having a well-trained, unemployed workforce, especially when it comes to chargers, and that's a disincentive for more programs and people to participate. And so if we could think through how to,

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01:49:43.920 --> 01:50:03.360

Orville Thomas: infuse innovation or job creation through that. That would be my recommendation to staff. And also, as we are looking at next generations of chargers, how do we think through innovation for microgrids to support those where utilities can't? That is going to be the comments that I leave the staff with for next year. Thank you.

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01:50:10.260 --> 01:50:17.810

Mabel Aceves Lopez (CEC): Great, thank you for that comment. So we will now move to our next commenter. Again, please state and spell your name and affiliation, and then you may begin your comment.

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01:50:27.420 --> 01:50:28.300

John Schott: Good afternoon.

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01:50:32.340 --> 01:50:48.690

John Schott: There we go, sorry about that. Good afternoon, John Schott, Director of Grants with ChargePoint, SCHOTT. I'm going to split my time with my colleague here today. I'm going to focus my comments specifically on light duty charging as it applies to commercial and residential.

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01:50:48.690 --> 01:50:55.409

John Schott: I want to echo some comments that were made previously by Laura with CalETC about focusing on block grants.

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01:50:55.410 --> 01:51:12.719

John Schott: You know, we really feel that at this stage in the California EV market, that we really just need to step on the gas and go and get deployments out there, get infrastructure

installed as quickly as possible. We see block grants as really the best way to accelerate that.

758

01:51:12.720 --> 01:51:26.670

John Schott: the barrier to entry for those more complex GFOs, it's challenging, the applicant eligibility requirements are much more significant, and they just take a lot more time and resources than most

759

01:51:26.670 --> 01:51:41.660

John Schott: entities, I'll say, don't necessarily have to apply to those. However, we definitely still think there's a role for that, but maybe more targeted, not as much overlap, where you have multiple programs that are incentivizing the same types of charger deployments.

760

01:51:41.860 --> 01:52:05.219

John Schott: Specifically on the block grants, I want to focus on Communities in Charge, where I think, more Level 2 infrastructure. I do think with the Caltrans plan recently being approved for NEVI, and the remaining funding there can really, accelerate and focus on getting more public DC charging infrastructure out there.

761

01:52:05.800 --> 01:52:24.590

John Schott: And also just wanna, emphasize, you know, while multifamily charging is extremely important, we, we agree, we'd like to see eligibility for communities in charge open up to workplace, public locations, and also potentially, light-duty fleet applications. So, gonna...

762

01:52:26.610 --> 01:52:31.860

John Schott: allocate the rest of my time to Claire. If she maybe has another minute or so, that would be much appreciated.

763

01:52:35.180 --> 01:52:59.929

Claire Garcia: Okay. Claire Garcia with, ChargePoint, Fleet Grant Development Manager at C-L-A-I-R-E-G-A-R-C-I-A. So I want to, agree with some comments that, John just made about, first of all, about the block grants. So, specifically with the fleet kind of context in mind, like, we do appreciate all the GFOs

that are open right now, because it's a lot of generous funding, but also want to point that the block grants are really more accessible to, like, smaller fleets and smaller businesses, because they're not as

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01:53:00.090 --> 01:53:24.729

Claire Garcia: that's not as high as a barrier to entry as John was saying, because, like, the GFOs are very, very complicated. And then oftentimes, like, the funding is going to, like, larger companies who have experience with those grants, and who can take on the administrative burden, make a really complex application, and maybe have, like, a grant team on hand and stuff like that. So, really kind of encouraging the block grants to be, like, a focus in the future, just because it encourages those small fleets to apply, and the ones who definitely don't have grant teams and grant people and experience with grants.

765

01:53:25.430 --> 01:53:43.400

Claire Garcia: And then also on, also on the fleet side, I would really like to see more, light-duty fleet, charging opportunities, because often, I've seen that, like, medium and heavy duty is being conflated with fleet and vice versa, but of course, we know there's plenty of light-duty fleets out, in the state as well, and, there's been a significant gap, I would say, in the last few years of not...

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01:53:43.400 --> 01:53:55.819

Claire Garcia: nearly as much light duty fleet funding as there is medium and heavy-duty fleet funding, so I just want to call that to attention and say that, our light-duty fleets do need funding as well, and would definitely appreciate, some funding for charging infrastructure in the future. So, thank you.

767

01:54:02.800 --> 01:54:12.780

Mabel Aceves Lopez (CEC): Great, so thank you for those comments. So, I'll give another chance for any public commentaries in the room who'd like to come forward and make a comment, please step up to the podium.

768

01:54:17.470 --> 01:54:23.159

Mabel Aceves Lopez (CEC): Right, so it looks like we have no other commenters in the room, so we will move on to our

769

01:54:23.280 --> 01:54:32.919

Mabel Aceves Lopez (CEC): virtual attendees, so if you are joining us via Zoom online or by phone, please let us know you would like to make a comment by using the raise hand feature.

770

01:54:33.290 --> 01:54:44.800

Mabel Aceves Lopez (CEC): If you're online, you will click the open palm at the bottom of your screen to raise your hand, and if you are joining us by phone, please press star 9 to raise your hand and star 6 to unmute.

771

01:54:45.340 --> 01:54:51.129

Mabel Aceves Lopez (CEC): Before making your comment, please spell your name for the record, state any affiliation, and then you may begin.

772

01:54:51.500 --> 01:54:56.299

Mabel Aceves Lopez (CEC): And again, comments will be 2 minutes or less, and there is a timer on the screen.

773

01:54:57.420 --> 01:55:03.230

Mabel Aceves Lopez (CEC): So, raise your hand if you want to join our queue, and I will go into calling on our commenters.

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01:55:26.940 --> 01:55:32.760

Mabel Aceves Lopez (CEC): Alright, thank you, everyone. I see our first commenter on our list is Christina Marquez.

775

01:55:32.870 --> 01:55:37.840

Mabel Aceves Lopez (CEC): We will allow you to speak. Please phone state your name and affiliation, and then you may begin.

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01:55:39.090 --> 01:55:48.259

Cristina Marquez: Great, thank you very much. My name is Cristina Marquez, C-R-I-S-T-I-N-A-M-A-R-Q-U-E-Z.

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01:55:48.340 --> 01:56:12.869



Cristina Marquez: I'm with IBEW Local 569. We're the electricians, representing 3,700 power professionals and union electricians in San Diego and Imperial County. And I'm the environmental organizer, so I focus on the renewable energy sector. I just wanted to make a few comments. I wanted to say, first of all, thank you very much to the Advisory Committee and to

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01:56:12.870 --> 01:56:16.400

Cristina Marquez: to Skinner, for everything you guys are doing here.

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01:56:16.400 --> 01:56:27.789

Cristina Marquez: I really appreciate that you guys have included, you know, the, some opportunities for training, and EVITP is definitely necessary,

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01:56:28.370 --> 01:56:34.800

Cristina Marquez: And then, you know, using a skilled and trained workforce, I think, is... is...

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01:56:34.800 --> 01:56:54.450

Cristina Marquez: you know, the best opportunity to make sure that these devices and infrastructure are installed and done correctly, to make sure it's safer for everybody, and then maintained. You know, I think that that's part of the problem with these devices, is they get installed, and then nobody's...

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01:56:54.450 --> 01:57:03.750

Cristina Marquez: maintaining them, so that also leads to, oversight and enforcement, and I think that, you know, we need to make sure that, you know.

783

01:57:03.750 --> 01:57:17.880

Cristina Marquez: There's audits that go through with all these programs, to ensure that they're not only installed by the people that are supposed to be installing them, but also maintained, and that they're working.

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01:57:18.070 --> 01:57:19.230

Cristina Marquez: So...

785

01:57:19.570 --> 01:57:25.459

Cristina Marquez: Yeah, that's all I wanted to say. I'll yield my time. Thank you so much, and have a wonderful day.

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01:57:27.800 --> 01:57:28.610

Mabel Aceves Lopez (CEC): Great, thank...

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01:57:37.940 --> 01:57:49.600

Mabel Aceves Lopez (CEC): Apologies. Thank you, Cristina. We will now move to our next commenter. So, I see Teresa Cooke. We will allow you to speak. Please spell and state your name and affiliation, and begin your comment.

788

01:57:50.700 --> 01:57:58.799

Teresa Cooke: Thank you, good afternoon, Teresa Cooke, T-E-R-E-S-A-C-O-O-K-E, on behalf of the California Hydrogen Coalition.

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01:57:58.800 --> 01:58:17.279

Teresa Cooke: A big thank you to staff and Commissioner Skinner for providing, some much-needed clarification coming into this meeting today. Thank you to Katrina Fritz from the California Hydrogen Business Council for raising the question around the \$41.3 million in reallocated dollars.

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01:58:17.280 --> 01:58:39.049

Teresa Cooke: Senator Skinner, I appreciate your answer provided. I heard that it was going to stay in hydrogen, but these ears are not what they used to be, so if I am misunderstood, please do let me know. If it is the case that it stays within hydrogen, we appreciate that, and...

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01:58:39.120 --> 01:59:04.040

Teresa Cooke: Sounds like, for this \$40 million upcoming GFO expected to be released next month, I would like to suggest the CEC staff hold a pre-solicitation workshop for us to balance what originally was money earmarked for light-duty vehicles with heavy-duty vehicles, or excuse me, with medium-duty vehicles produced

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01:59:04.040 --> 01:59:28.150

Teresa Cooke: predominantly using those stations, and heavy duty, which we all know is a small segment of the driving population, but has the very worst health impacts possible. So, to the extent that we can work with industry to find some balance between the different, fueling end uses, that would be very much appreciated. Thank you for your time today.

793

01:59:33.210 --> 01:59:34.569

Mabel Aceves Lopez (CEC): Great, thank you for your comment.

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01:59:35.390 --> 01:59:38.220

Mabel Aceves Lopez (CEC): We will now go to Chase Estrin.

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01:59:38.560 --> 01:59:43.809

Mabel Aceves Lopez (CEC): Please spell and state your name and affiliation, and you have 2 minutes to make your comment.

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01:59:54.540 --> 01:59:58.489

Mabel Aceves Lopez (CEC): Chase, your line should be open now, so you can try making your comment.

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02:00:07.450 --> 02:00:10.409

Mabel Aceves Lopez (CEC): Sorry, we're not getting any audio from you.

798

02:00:24.870 --> 02:00:30.310

Mabel Aceves Lopez (CEC): Alright, sorry Chase, we'll come back to you in a bit. We'll go on to our next commenter.

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02:00:31.780 --> 02:00:34.799

Mabel Aceves Lopez (CEC): So, I see Linda Kamashian, you...

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02:00:34.800 --> 02:00:35.210

Chase Estrin: Hello?

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02:00:35.210 --> 02:00:36.809

Mabel Aceves Lopez (CEC): be allowed to... oh.

802

02:00:37.430 --> 02:00:37.990

Chase Estrin: Oh.

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02:00:38.150 --> 02:00:39.080

Chase Estrin: Can you hear me?

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02:00:39.470 --> 02:00:41.350

Mabel Aceves Lopez (CEC): Oh, yes, we hear you now, Chase. Go ahead.

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02:00:41.350 --> 02:00:45.429

Chase Estrin: Oh, okay, weird. Hi, sorry about that.

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02:00:45.660 --> 02:00:49.599

Chase Estrin: So my name is Chase Estrin, C-H-A-S-E.

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02:00:50.020 --> 02:00:56.489

Chase Estrin: E-S-T-R-I-N, and I'm representing Moon 5 Technologies. We're based in Berkeley, California.

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02:00:56.730 --> 02:01:08.390

Chase Estrin: So first off, I would like to thank, the committee so much. We actually received, an award with the REACH 3.0 grant. We're looking forward to being able to

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02:01:08.580 --> 02:01:18.420

Chase Estrin: provide... Reliable charging to multifamily homes and disadvantaged communities around the state.

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02:01:18.810 --> 02:01:29.649

Chase Estrin: very excited for that. And yeah, just a little bit of background about us. So the way that our system works, you know, multifamily, there's typically a unique challenge where

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02:01:30.030 --> 02:01:36.680

Chase Estrin: Tenants... you know, it's hard for tenants to get amenities like charging, but the property owners don't necessarily want to

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02:01:36.930 --> 02:01:44.229

Chase Estrin: pay for... for those, the infrastructure and the solutions. But, yeah, we're going directly to... to renters, and...

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02:01:44.760 --> 02:01:49.399

Chase Estrin: Providing... the idea is to provide every spot with a charger.

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02:01:49.730 --> 02:01:57.209

Chase Estrin: The idea that in the next 5 to 10 years, we see that we expect almost everyone to own EVs. And...

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02:01:57.710 --> 02:01:58.840

Chase Estrin: I know that...

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02:01:59.360 --> 02:02:16.339

Chase Estrin: one thing that we're seeing for things like the DRIVES grant, you know, we eventually do want to be able to test things like DER applications. I think grants like that tend to be more driven towards larger commercial product or areas.

817

02:02:16.520 --> 02:02:30.210

Chase Estrin: But yeah, it'd be interesting to see a solicitation that's more related to doing that in multifamily homes. We actually have the ability to do whole apartment energy management, and so...

818

02:02:31.500 --> 02:02:36.569

Chase Estrin: It would be something that we would love to test and have the ability to do even on a small scale.

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02:02:36.770 --> 02:02:42.060

Chase Estrin: So maybe something like the DRIVES grant, but something that would allow for

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02:02:42.650 --> 02:02:47.179

Chase Estrin: You know, less than a \$2 million program to be able to have some of the smaller...

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02:02:48.850 --> 02:02:59.430

Chase Estrin: ChargePoint operators test some of the newer technology that's coming out would be great. But again, thank you for everything that y'all do, and I'm very much excited to be part of the REACH 3.0 grant.

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02:03:03.230 --> 02:03:04.669

Mabel Aceves Lopez (CEC): Great, thank you for your comment.

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02:03:05.080 --> 02:03:07.659

Mabel Aceves Lopez (CEC): We will now go to Linda Khamoushian.

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02:03:07.950 --> 02:03:13.689

Mabel Aceves Lopez (CEC): We will allow you to unmute, please spell and state your name and affiliation, and then begin your comment.

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02:03:16.300 --> 02:03:18.429

Linda Khamoushian, GRID Alternatives (she/her): Good afternoon, can you hear me?

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02:03:19.110 --> 02:03:20.170

Mabel Aceves Lopez (CEC): Yes, we can hear you.

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02:03:20.170 --> 02:03:33.900

Linda Khamoushian, GRID Alternatives (she/her): Great. Linda Khamoushian, Great Alternatives. I just want to thank Commissioner Skinner and your staff, as well as the Advisory Council for this discussion today. I know you've all been working really hard to

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02:03:34.190 --> 02:03:45.589

Linda Khamoushian, GRID Alternatives (she/her): bring this forward, and especially in this, you know, budget cycle, and all that we've been dealing with, with the federal government. So, you know, any effort to continue to

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02:03:46.380 --> 02:03:54.220

Linda Khamoushian, GRID Alternatives (she/her): See an equitable transportation electrification process, really propels us into a greater future.

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02:03:54.320 --> 02:04:08.389

Linda Khamoushian, GRID Alternatives (she/her): So just given the time, I'm looking forward to putting together some comments for you all to review, but, just we'll focus here on, both uplifting some of the comments earlier from Bill and Mars and Mariela.

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02:04:08.440 --> 02:04:17.889

Linda Khamoushian, GRID Alternatives (she/her): And then also, wanted to bring back the, emphasis that has been spoken to here directly on multifamily,

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02:04:17.910 --> 02:04:33.740

Linda Khamoushian, GRID Alternatives (she/her): residential, charging, so great to emphasize that, especially in this, tight budget year, as it's been mentioned. I haven't heard much discussion about REACH as where there should be a lot of priority. It's a very unique

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02:04:33.890 --> 02:04:40.810

Linda Khamoushian, GRID Alternatives (she/her): program, it's able to serve multifamily housing sites that are not able to adopt charging without state support.

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02:04:40.870 --> 02:04:54.620

Linda Khamoushian, GRID Alternatives (she/her): It serves multifamily property owners who are not able to co-fund the cost of charging, and it's particularly critical for folks like affordable housing owners who already struggle to pay for baseline operations, so I just really want to uplift

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02:04:54.750 --> 02:05:06.119

Linda Khamoushian, GRID Alternatives (she/her): that as a program, we've seen a lot of, great emphasis there. To Commissioner Skinner's, comment that you've shared about a new concept, the RFP coming forward.

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02:05:06.180 --> 02:05:25.720

Linda Khamoushian, GRID Alternatives (she/her): Definitely complementary to Access Clean California, and also this approach, helps with the place-based pilots and partnerships. It is a proven model for equity programs to really focus in on, key areas, such as, like, the Transformation Climate Communities. That's a very successful program as well.

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02:05:25.980 --> 02:05:34.579

Linda Khamoushian, GRID Alternatives (she/her): Lastly, people have also mentioned, you know, seeing how we can, not only emphasize, but increase the equity

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02:05:34.620 --> 02:05:47.549

Linda Khamoushian, GRID Alternatives (she/her): a benefit, beyond the 50% that's, you know, required. One of the things that we emphasize here at Grid is it's not just about the location, but it is about the people and providing

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02:05:47.550 --> 02:05:56.700

Linda Khamoushian, GRID Alternatives (she/her): the benefits to our most disadvantaged communities. So, oftentimes, the location itself is, is not,

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02:05:56.700 --> 02:06:13.839

Linda Khamoushian, GRID Alternatives (she/her): the only parameter, so I just want to emphasize the question that came up earlier, what additional equity benefits and goals is the Commission looking to look at with additional criteria? Equity is also a process, so really emphasizing in the solicitations how

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02:06:13.840 --> 02:06:22.690



Linda Khamoushian, GRID Alternatives (she/her): the program designs can, bring forward, you know, a greater transition for folks with the highest needs. Thank you.

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02:06:25.040 --> 02:06:26.489

Mabel Aceves Lopez (CEC): thank you for your comment.

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02:06:26.790 --> 02:06:34.140

Mabel Aceves Lopez (CEC): We will now go to Bill Boyce. We will allow you to unmute. Please spell and state your name and affiliation, and then begin your comment.

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02:06:34.720 --> 02:06:47.649

Bill Boyce: Bill Boyce with the West Coast Clean Transit Corridor Initiative. Yeah, I wanted to thank, the Commissioner and staff for highlighting the total picture for the \$400 million going towards,

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02:06:47.650 --> 02:06:55.129

Bill Boyce: MHD vehicle infrastructure, that was a great snapshot to see the big picture, really appreciate it.

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02:06:55.130 --> 02:07:07.759

Bill Boyce: My quick comment really isn't on this year's spending plan, but, kind of looking forward to the future, knowing that things like the white duty incentives are rolling off at the federal level.

847

02:07:07.760 --> 02:07:24.889

Bill Boyce: I think it's really going to be important to look at, program effectiveness going forward for investments in future years, and really, thinking about probably the need for some flexibility in planning going forward to react to

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02:07:24.890 --> 02:07:29.930

Bill Boyce: However the market starts to turn, so, you know, it's gonna get tougher.

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02:07:29.940 --> 02:07:39.830

Bill Boyce: In the next coming years, and, you know, flexibility to address some of the needs and market changes is really probably something we need to consider. Thank you.

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02:07:42.020 --> 02:07:43.200

Mabel Aceves Lopez (CEC): Great, thank you, Bill.

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02:07:44.220 --> 02:07:55.670

Mabel Aceves Lopez (CEC): And I see one more hand up on the Zoom, so again, if you'd like to make a comment, please use the raise hand feature. If you are calling in, you can use star 9 to raise your hand.

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02:07:57.470 --> 02:08:05.850

Mabel Aceves Lopez (CEC): And next, we have Matt Miyasato. I will allow you to open your line. Please spell and state your name and affiliation, and then begin.

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02:08:05.850 --> 02:08:24.480

Matt Miyasato: Hi, great, thank you. Dr. Matt Miyasato, M-A-T-T-M-I-Y-A-S-A-T-O, from First Element Fuel. Firstly, I just want to thank the California Energy Commission for the support of hydrogen infrastructure over the past decade plus. We have been a recipient of that support, so it's very much appreciated.

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02:08:24.480 --> 02:08:43.050

Matt Miyasato: Just a couple comments. I want to agree with Teresa Cook regarding a pre-solicitation workshop for that \$40 million GFO would be helpful. It could probably help us help the Energy Commission inform on what is possible. And then finally, I just wanted to make a comment. I know there's a foregone conclusion by many of the advisors and

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02:08:43.050 --> 02:08:55.550

Matt Miyasato: kind of conventional wisdom that hydrogen is best suited for medium and heavy duty trucks only. I'd love to debate that with you over an adult beverage sometime, but for the purposes of this comment.

856

02:08:55.550 --> 02:09:12.399

Matt Miyasato: I would just say there are no medium and heavy-duty trucks available. And so if that is indeed the Energy Commission's strategy, would love to see a strategic plan for commercializing those vehicles. So, i.e, like NorCal Zero or the Zanzeph.

857

02:09:12.400 --> 02:09:23.380

Matt Miyasato: funding that was made available to help fleets and infrastructure work in tandem to get commercial trucks out on the... out on the road. So with that, I'll conclude my time. Thank you.

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02:09:25.640 --> 02:09:26.769

Mabel Aceves Lopez (CEC): Thank you for your comment.

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02:09:27.430 --> 02:09:29.870

Mabel Aceves Lopez (CEC): We will now go to David Park.

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02:09:30.420 --> 02:09:32.609

Mabel Aceves Lopez (CEC): We will allow you to unmute, please.

861

02:09:33.000 --> 02:09:36.410

Mabel Aceves Lopez (CEC): Spell and state your name and affiliation, and then begin your comment.

862

02:09:37.950 --> 02:09:40.179

CEC IT AV 1: Hi, good afternoon.

863

02:09:40.180 --> 02:09:44.580

David Park: Thank you very much, David Park, D-A-V-I-D.

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02:09:44.810 --> 02:09:50.459

David Park: P-A-R-K. I'm the Industry Affairs Director for the Hydrogen Fuel Cell Partnership.

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02:09:51.380 --> 02:10:02.319

David Park: Thank you so much for this meeting. This has really been a wonderful opportunity to hear what's going on over at CEC, and I'm echoing

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02:10:02.560 --> 02:10:13.620

David Park: All of the representatives from the hydrogen community, Mr. Cane, Ms. Fritz, Ms. Cooke, Mr. Mias... Dr. Miyasato.

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02:10:13.790 --> 02:10:21.699

David Park: On the community benefits side, I'd like to point out that Valley Clean Air Now

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02:10:22.070 --> 02:10:28.620

David Park: has a program both in the Central Valley and then also in

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02:10:28.820 --> 02:10:36.079

David Park: the Los Angeles area to put fuel cell electric vehicles, light-duty fuel cell electric vehicles, into

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02:10:36.240 --> 02:10:41.149

David Park: The communities, and that... that model works very well

871

02:10:41.290 --> 02:10:50.540

David Park: For multi-family and densely populated areas, because hydrogen is very much compatible with centralized fueling.

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02:10:50.690 --> 02:10:54.379

David Park: Similar to the model that we have now with gasoline and diesel.

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02:10:54.630 --> 02:11:00.410

David Park: So I think that it's too early to, close the book on

874

02:11:00.690 --> 02:11:06.289

David Park: Light-duty fuel cell electric vehicles, and it would be a shame if,

875

02:11:06.520 --> 02:11:15.529

David Park: If the policies were taken off of that focus, because they will offer great benefits to the communities, and also

876

02:11:15.680 --> 02:11:31.559

David Park: to the environment in general and to the state's goals. Just on the vehicle commercialization timelines, I think that there does need to be a great deal of coordination between the Air Resources Board and the Energy Commission.

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02:11:31.850 --> 02:11:44.479

David Park: Especially in that medium-duty space, because the current, political climate at the federal level is forcing vehicle manufacturers to look very carefully at how they invest their funds, and

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02:11:44.660 --> 02:11:47.350

David Park: Timelines commercialization may have changed.

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02:11:47.770 --> 02:11:49.279

David Park: So,

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02:11:49.520 --> 02:12:01.339

David Park: I'm going to echo all the other comments that were received earlier. A workshop on the upcoming solicitation would be very beneficial as well, and that's from all the developers that we are in our membership.

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02:12:01.980 --> 02:12:04.750

David Park: Thanks very much, and have a great day.

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02:12:06.610 --> 02:12:07.660

Mabel Aceves Lopez (CEC): Great, thank you.

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02:12:09.660 --> 02:12:18.290

Mabel Aceves Lopez (CEC): And I'm not seeing any other hands in our queue, so this is your last chance. If you'd like to make a comment, please use the raise hand feature.

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02:12:35.330 --> 02:12:39.319

Mabel Aceves Lopez (CEC): Alright, thank you, everyone. It looks like that's all the commentaries we had for today.

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02:12:39.570 --> 02:12:44.479

Mabel Aceves Lopez (CEC): And this concludes our public comment period. I'll hand it back to Benjamin.

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02:12:45.700 --> 02:13:04.989

Benjamin Tuggy (CEC): All right, so thank you, Mabel, Advisory Committee members, and members of the public. Before I give some closing reminders, and before Commissioner Skinner gives her closing remarks, I'd like to give an overview of some past and upcoming dates for the 2025-2026 investment plan update.

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02:13:05.210 --> 02:13:16.359

Benjamin Tuggy (CEC): So, not pictured here, we released our guiding principles document for the 2025-2026 investment plan update on April 22nd.

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02:13:16.940 --> 02:13:25.439

Benjamin Tuggy (CEC): After today's meeting, please know the upcoming deadline for comments on the staff draft, which is November 7th.

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02:13:26.240 --> 02:13:36.520

Benjamin Tuggy (CEC): And we will incorporate the feedback into a lead commissioner report version in November, and hope to see it approved at a December business meeting.

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02:13:37.020 --> 02:13:38.579

Benjamin Tuggy (CEC): Next slide, please.

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02:13:43.000 --> 02:13:58.889

Benjamin Tuggy (CEC): And there's some additional information here. We can put these links in the chat. If folks would like more information on the CEC's transportation topics and the Clean Transportation Program in particular, this first link has some on that.

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02:13:59.240 --> 02:14:03.829

Benjamin Tuggy (CEC): Again, a reminder to submit those comments by Friday, November 7th.

893

02:14:04.040 --> 02:14:08.279

Benjamin Tuggy (CEC): to docket 25-ALT-01.

894

02:14:08.750 --> 02:14:12.629

Benjamin Tuggy (CEC): And I also have my email here as a contact.

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02:14:12.960 --> 02:14:17.490

Benjamin Tuggy (CEC): With that, would Commissioner Skinner like to make closing remarks?

896

02:14:19.520 --> 02:14:20.890

Nancy Skinner (CEC): Thank you, Benjamin.

897

02:14:21.550 --> 02:14:35.000

Nancy Skinner (CEC): Thank you, committee members, advisory committee members, for participating, for your, verbal comments, for your comments in the chat, and also for the public comment... commenters.

898

02:14:35.100 --> 02:14:48.169

Nancy Skinner (CEC): both those of you who came in person and those who did it online. It's very heartening for me to see so much engagement in this work, because you have given us really good feedback.

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02:14:48.170 --> 02:15:00.070

Nancy Skinner (CEC): And, for example, our, shift to being willing to support level 1 charging, for example, our looking more broadly at how to support

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02:15:00.470 --> 02:15:07.580

Nancy Skinner (CEC): More at-home or near-home charging has also been a result of the good input from

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02:15:07.920 --> 02:15:20.800

Nancy Skinner (CEC): the advisory committee, and then the flexibility in our different solicitations, so that we, so that we're accommodating. We can't always predict what

902

02:15:21.020 --> 02:15:39.620

Nancy Skinner (CEC): chart... what... how to design a program in a way that the applicants would find most useful, and of course, we're always trying to improve that. And feedback from applicants to our grants, as well as feedback that you all give us, really helps us. And I appreciate that.

903

02:15:39.850 --> 02:15:49.410

Nancy Skinner (CEC): The committee was, I know that this presentation and this particular proposal

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02:15:49.570 --> 02:16:09.420

Nancy Skinner (CEC): of just this fiscal year's CTP money might have been a little tricky because of the emphasis on the light duty, so I'm very appreciative that you hung in with us and understood, what the context, why we were making that recommendation, again, just for this year.

905

02:16:09.650 --> 02:16:27.070

Nancy Skinner (CEC): I'm very much, looking forward to your comments so that we can finalize this plan, because I would like the Commission to adopt it at the December meeting, as the December meeting will be close to the sixth month or 5th month of the fiscal year.

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02:16:27.070 --> 02:16:43.159



Nancy Skinner (CEC): And, we're, you know, it'd be nice to have a document guiding us with this year's revenue before the fiscal year is over. And again, thank you so much, and thank you, staff. You did an excellent job, as always.

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02:16:43.309 --> 02:16:45.439

Nancy Skinner (CEC): And appreciate everyone. Thank you.

908

02:16:51.290 --> 02:16:54.230

Nancy Skinner (CEC): Thanks for that reminder. So, with that.

909

02:16:54.530 --> 02:17:01.829

Nancy Skinner (CEC): This, Advisory Committee for the Clean Transportation Investment Plan update is adjourned.

910

02:17:02.440 --> 02:17:06.460

Nancy Skinner (CEC): That's my... or my, you know, gavel.

911

02:17:06.469 --> 02:17:07.269

Teresa Bui: Thank you.

912

02:17:07.429 --> 02:17:08.419

Ted Lamm: Thank you. Thanks, everyone.

913

02:17:08.420 --> 02:17:10.019

Gia Vacin | GO-Biz: Thank you all. Bye-bye.

914

02:17:10.200 --> 02:17:11.480

Daniel Ferguson: Take care. Thank you.

915

02:17:11.480 --> 02:17:12.930

Elise Candelaria: Thanks, bye.