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CALIFORNIA ENERGY COMMISSION

In the matter of:

Business Meeting)
) Docket No. 25-BUSMTG-01
)

WEDNESDAY, OCTOBER 8, 2025

10:00 A.M. - 3:00 P.M.

In-person at:

CALIFORNIA NATURAL RESOURCES AGENCY BUILDING
715 P STREET
FIRST FLOOR AUDITORIUM
SACRAMENTO, CALIFORNIA 95814
(Wheelchair Accessible)

The California Energy Commission (CEC) aims to begin the business meeting promptly at the start time and the end time is an estimate based on the agenda proposed. The meeting may end sooner or later than the time indicated depending on various factors. Commissioners may attend remotely in accordance with Government Code section 11123.2(j).

Pursuant to the California Code of Regulations (CCR), title 20, section 1104(e), any person may make an oral comment on any agenda item. To ensure the orderly conduct of business, such comments will be limited to two minutes or less per person.

Please visit the CEC Business Meeting web page for more information and materials at
<https://www.energy.ca.gov/proceedings/business-meetings>.

Reported by:
Martha Nelson

APPEARANCES

COMMISSIONERS

David Hochschild, Chair

Siva Gunda, Vice Chair

Andrew McAllister, Commissioner

Noemi Gallardo, Commissioner

Nancy Skinner, Commissioner

STAFF

Drew Bohan, Executive Director

Sanjay Ranchod, Chief Counsel

Max Solanki, Branch Manager, Energy Assessments Division

Dustin Schell, Air Resources Manager, Fuels and
Transportation Division, ZEV Acceleration Branch

Brittani Gallagher, Air Pollution Specialist, Fuels and
Transportation Division

Mitch Prevost, EV Infrastructure Program Specialist, Fed
Opportunities and Investments Unit, Fuels and
Transportation Division

Reid Boggiano, Offshore Renewable Energy Planning Unit

Lindsey Fransen, Supervisor, Energy Research and
Development Division, Technology Innovation and
Entrepreneurship Branch

O'Shea Bennett, Energy Commission Specialist II,
Reliability Reserve Incentives Branch, Reliability,
Renewable Energy, and Decarbonization Incentives (RREDI)
Division

APPEARANCES

STAFF (cont'd)

Raquel Kravitz, Integrated Energy Policy Report, Media and Public Communications

Danielle Mullany, Climate Initiatives Branch, Siting, Transmission, and Environmental Protection Division

Jake McDermott, Reliability Analysis Branch, Energy Assessment Division

Aryana Sherzai, Energy Transition Specialist, Energy Research and Development Division, Sustainability and Resilience Branch

Alan Webre, Energy Research and Development Division, Energy Resilience Unit, Sustainability and Resilience Branch

PUBLIC ADVISOR

Ryan Young

ALSO PRESENT

Derrick Flakoll, Bloomberg New Energy Finance (BloombergNEF)

Mindy Graybill, California Department of Water Resources, Statewide Energy Office

Cristy Sanada, California independent System Operator

Molly Sterkel, California Public Utilities Commission

Suzanne Plezia, Port of Long Beach

Rob Holmlund, Humboldt Bay Port Authority

APPEARANCES

PUBLIC COMMENT

Claire Zuma

Gary Wollner

Mark Cyffka, AirMyne, Inc.

Kelsey Lim, Division of Petroleum Market Oversight

Scott Cox, Environmental Energy Consulting, on behalf of CALSTART

Bill Magavern, Coalition for Clean Air

Ryan McCarthy, Electrify America

Renee Samson, EVgo

Kristian Corby, California Electric Transportation Coalition

Mal Skowron, Tesla

Justin Wilson, ChargePoint

Sam Vercellotti, TeraWatt Infrastructure

Noah Sylvan, Xeal Energy

Kelsey Johnson, Rivian

Kinshuk Chatterjee, Center for Sustainable Energy

Alexia Melendez Martineau, Plug In America

Julie Litschewski, Electric Vehicle Charging Association

Molly Croll, American Clean Energy Association

Alexis Suterman, Brightline Defense

APPEARANCES

PUBLIC COMMENT (cont'd)

Dan Jacobson, Environment California

Don Chia, Port of Long Beach

Bridget Mulkerin, Audubon California

Matt Simmons, Environmental Protection Information Center

Stephen Rosenblum

Eric Veium, SLO Climate Coalition

June McIvor

Rachel Lucine, BlueGreen Alliance

Abrah Steward, Climate First: Replacing Oil & Gas

Rachael Smith, CORE Hub, Humboldt Area Foundation

Jason Gumataotao, IBEW Local 595

Alondra Mendoza, Mixteco Indigena Community Organizing Project (MICOP)

Kathleen Bond

Tricia Bassi Boaz, REACT Alliance

Don Gaede, San Luis Obispo Citizens' Climate Education Group

Susan Callery

Juan Carlos Diaz, Mixteco Indigena Community Organizing Project (MICOP)

Juan Lares, Central Coast Climate Justice Network

APPEARANCES

PUBLIC COMMENT (cont'd)

Nicole Dorfman

Colleen Clifford, Peninsula Community Collaborative

Vanessa Rivas Villanueva, Air Justice

Daniel Chandler, 350 Humboldt

Nancy Kirshner-Rodriguez, Oceantic Network

Mandy Davis, National Offshore-Wind Opposition Alliance,
and REACT Alliance

Matthew McAllister, SolarAPP Foundation

Tanya Barham, Community Energy Labs

Allen G. Cadreau, Indian Energy

Jared O'Leary, SirenOpt

Matt Stucky, SB Energy

Leanne Bober, California Community Choice Association

| INDEX | <u>PAGE</u> |
|--|-------------|
| 1. Public Comment | 9 |
| 2. Agency Announcements | 13 |
| 3. Consent Calendar | 16 |
| 4. Information Item – Global Electricity Market Trends | 19 |
| 5. Information Item – Department of Water Resources (DWR) to Provide an Update on Strategic Reliability Reserve Investments | 43 |
| 6. Certification of Petroleum Industry Information Reporting Act of 1980 (PIIRA) Emergency Regulations (Docket No. 23-OIR-03) | 52 |
| 7. 2024 Integrated Energy Policy Report Update (Docket 24-IEPR-01) | 199 |
| 8. Proposed Resolution Adopting Electric Vehicle Charger Recordkeeping and Reporting, Reliability, and Data Sharing Regulations (Docket No. 22-EVI-04) | 58 |
| 9. Waterfront Facility Improvement Program – GFO-24-701 | 112 |
| 10. California's Electric Vehicle Charger Reliability and Accessibility Accelerator (EVC RAA) Program – GFO-24-603 | 101 |

| INDEX | <u>PAGE</u> |
|--|-------------|
| 11. California's National Electric Vehicle Infrastructure (NEVI) Formula Program - Solicitation 2 - GFO-24-606 | 108 |
| 12. BRIDGE 2024: Bringing Rapid Innovation Development to Green Energy - GFO-23-318 | 169 |
| 13. Applications of Open Data to Support Climate Resilience in California's Electricity Sector - GFO-24-306 | 209 |
| 14. Community Energy Reliability and Resilience Investment Program (CERRI) - GFO-23-312 | 214 |
| 15. SE US Development, LLC | 192 |
| 16. Lead Commissioner or Presiding Member Reports | 221 |
| 17. Executive Director's Report | 224 |
| 18. Public Advisor's Report | 224 |
| 19. Chief Counsel's Report | 224 |
| Adjournment | 226 |

PROCEDINGS

10:02 a.m.

WEDNESDAY, OCTOBER 8, 2025

(Whereupon an introduction video is played and not transcribed.)

CHAIR HOCHSCHILD: Good morning and welcome friends. My name is David Hochschild, Chair of the California Energy Commission. Today is October 8th. I call this meeting to order.

Joining me are Vice Chair Gunda, Commissioner Gallardo, Commissioner McAllister and Commissioner Skinner. We have quorum.

Let's begin by standing for the Pledge of Allegiance.

(The Pledge of Allegiance is recited in unison.)

CHAIR HOCHSCHILD: We'll begin with public comment.

MR. REYNOLDS: Good morning and welcome. This is Ryan Young, the Energy Commission's Deputy Public Advisor.

The Commission welcomes public comment at its business meetings. There will be multiple opportunities for public comment today.

This initial public comment period is for any informational or non-voting items on the agenda. If you'd like to make a comment on a voting item, we ask that you

1 wait for the dedicated public comment period for that item
2 to make your comment.

3 Now for the instructions on how to notify us if
4 you want to make a comment at this time. If you are in the
5 room, please use the QR code posted in the back or visit
6 the public advisor table in the back of the room. If you
7 are on Zoom, click the raise-hand feature on your screen.
8 And if you're joining by phone, press star nine to raise
9 your hand.

10 To ensure that we can hear from everyone and get
11 through the agenda, comments will be limited to two minutes
12 or less per speaker and one speaker per entity. You'll be
13 called on when it's your time to make a comment.

14 We'll start with people in the room. Claire
15 Zuma, we are unmuting your line. Please appear by
16 supporting -- excuse me. Spell your name, state your
17 affiliation, and then welcome your comment.

18 MS. ZUMA: Good morning. My name is Claire Zuma.
19 I'm a member of the public. I used to work for SMUD, but I
20 do not speak on behalf of SMUD. And I have talked a little
21 bit about this before, and today I noticed the agenda has
22 numerous EV charging infrastructure and related items. I
23 think there's like seven and there's over like \$19,000
24 [sic] of grants going to more EV charging infrastructure.

25 And I am not trying to say don't do that. But

1 what I noticed in my neighborhood, they're going in and
2 there isn't a lot of participation yet. Well, maybe it's
3 too early, but I don't know that Sacramento County is as
4 nice of adopters of this technology, and I hope it changes.

5 But what I do know is there used to be a lot of
6 bicyclists, and I have noticed in my suburb area there are
7 a lot of e-scooters and e-bicyclists that pass me all the
8 time. And I think it would be relevant or good if the
9 Energy Commission could consider like an informational item
10 or something that would invite that community back, because
11 I think it's very separate than the car community. Not
12 that -- you know, some of us definitely use both.

13 And I'm not saying that that shouldn't be the
14 case or anything like that. It's just that I think you
15 would have more adoption of even electric vehicles if
16 people had a way to start that was maybe more affordable, I
17 guess, than cars -- electric cars are a purchase to make,
18 and a lot of our community has combustion vehicles, and
19 they would have to transition over and having that start.
20 So if like some outlets or adapters or something that these
21 fast charging stations could be considered an informational
22 item to invite e-bicyclists to speak, because they do have
23 a lot of information to share.

24 Thank you. Thank you for listening.

25 CHAIR HOCHSCHILD: Thank you.

1 Ryan, your mic's on; right?

2 MR. REYNOLDS: Gary Wollner, I'm opening your
3 line. Please unmute on your end, spell your name, state
4 any affiliation, and begin your comment. Gary Wollner?

5 MR. WOLLNER: Okay, can you hear me now?

6 MR. YOUNG: We can hear you.

7 MR. WOLLNER: Okay. My name is Gary Wollner,
8 G-A-R-Y W-O-L-L-N-E-R. And although I volunteer for a
9 couple of different organizations, I am a separate citizen.
10 And I fully support the \$3 million grant to study whether
11 Port San Luis could serve as a viable operations and
12 maintenance facility on the Central Coast. This funding
13 will be --

14 CHAIR HOCHSCHILD: I'm sorry, Gary --

15 MR. WOLLNER: Yes?

16 CHAIR HOCHSCHILD: -- we're not taking public
17 comment now on items that we're voting on. That public
18 comment we're going to reserve for when we take up that
19 item. So if you have a comment on other issues, we'd
20 welcome that. But if you're commenting on that, let's wait
21 until we vote on that item. And we'll be calling public
22 comment right before that vote.

23 MR. WOLLNER: Okay, that's fine. I'll just hang
24 around later.

25 CHAIR HOCHSCHILD: Okay.

1 MR. WOLLNER: Okay.

2 CHAIR HOCHSCHILD: Thank you.

3 MR. WOLLNER: Thank you.

4 MR. YOUNG: If there's any other commenters on
5 Zoom, please raise your hand.

6 (Background Zoom conversation is not transcribed.)

7 MR. YOUNG: That is all our public comments at
8 this time, Chair. Back to you.

9 CHAIR HOCHSCHILD: Thank you. All right, moving
10 on to Item 2, Agency Announcements.

11 And I do want to begin by recognizing it's
12 National Latino Heritage Month.

13 I also want to highlight that we'll be seeking to
14 approve just over \$134 million of investments at today's
15 meeting, contributing to California's economic growth.

16 And I also just wanted to highlight that, you
17 know, now we're in October. We really have exited the
18 period of extreme summer heat, where we worry about
19 outages. This marks three years without even having to do
20 a Flex Alert, which is a really significant milestone. So
21 again, I just want to lift up the good work of Vice Chair
22 Gunda and everyone who has contributed to building out good
23 reliability and resilience. It was, you know, obviously we
24 were under a period of considerable duress five years ago,
25 and now have moved to a much better posture, so thank you,

1 Vice Chair, for all that work.

2 Other Commissioner announcements or comments?

3 Yeah, Commissioner Gallardo?

4 COMMISSIONER GALLARDO: Buenos dias. Good
5 morning, everyone. Happy Latino Heritage Month. That
6 one's special to me.

7 I do have a couple of things to share, and I have
8 some slides. If we can go to the next slide?

9 So we had a big celebration a few weeks ago for
10 our 50th anniversary. It was a symposium here in the
11 auditorium we're in right now. And we had a lot of special
12 speakers, a lot of staff in the room, alumni, and we had a
13 great time celebrating our 50th birthday. So I just wanted
14 to share some of the images from that event here.

15 We also did a tribute to Liane Randolph, who's
16 just retired from being the chair at the California Air
17 Resources Board, so that was fun as well. And, again, just
18 with the climate we're in, any time we get to celebrate
19 something positive, we should. And this is one of those
20 moments. I wanted to share that.

21 And then second, I wanted to go to our next
22 slide, we had a lot of volunteers who helped us put on a
23 very successful symposium for our 50th anniversary. So
24 can't name them all, but we have listed them here and
25 wanted to take this time to thank you, everyone who helped

1 plan, who helped volunteer.

2 And I wanted to give a special shout out to my
3 advisor, Aretha Welch, who led the effort and supported me
4 in carrying out this vision of having the symposium.

5 And then also to our Media and Public
6 Communications Office, led by Niki Woodard, who did a
7 terrific job capturing all the moments, doing all the
8 graphics, and being able to help us ensure that people
9 really enjoyed the symposium. They also did a video recap
10 of the event. We will share that later today on social
11 media, in case you weren't able to attend but want to see
12 or hear a little bit about what happened. That will be
13 available soon.

14 So again, happy birthday, CEC, and thank you to
15 everyone who helped out.

16 We'll go to the next slide.

17 I also wanted to take a moment here to make an
18 announcement that we'll have another special event coming
19 up. We have an annual Clean Energy Hall of Fame Awards
20 ceremony that everyone here is invited to attend. It will
21 be on December 4th at 3:00 p.m. We have six winners who
22 are getting awards. They are local leaders from throughout
23 the state. And it's really inspiring to hear their
24 stories, and it helps motivate us to continue doing the
25 work we do, and also motivates the people throughout the

1 state that we need to help us get to that 100 percent clean
2 energy future that we want.

3 So that's, again, a special event open to the
4 public, so please join us for that. We have the website up
5 that shows all six winners, if you're curious. We'll share
6 that link during the business meeting today so you can see
7 that.

8 That's it. Thank you, Chair.

9 CHAIR HOCHSCHILD: Yeah, thank you again,
10 Commissioner, on behalf of all of us for leading these
11 incredible events that are so important to the Energy
12 Commission, to all our stakeholders, so we're really
13 grateful.

14 Any other announcements from my colleagues?

15 Okay, we'll turn now to Item 3.

16 I would like to recuse on Item 3J, and will not
17 be voting on that. And just for efficiency's sake, I'm
18 just going to recuse on the entire consent item. I serve
19 as an advisor to a project being funded by the Clara Fund.
20 I receive no financial compensation for this role. And
21 while there's no conflict of interest under the Political
22 Reform Act or the Warren-Alquist Act, out of abundance of
23 caution, I would like to avoid the appearance of the
24 conflict and I'm going to recuse and I'll rejoin for Item
25 4.

1 VICE CHAIR GUNDA: Thank you, Chair. We'll wait
2 for Chair to leave the room here.

3 We will now move to public comment.

4 MR. YOUNG: Thank you, Mr. Chair.

5 This is Ryan Young again, Deputy Public Advisor.

6 The Commission now welcomes public comments on
7 Item 3.

8 Again, please notify us if you want to make a
9 comment. If you are in the room, please use the QR code
10 posted in the back or visit the public advisor table in the
11 back of the room. If you are on Zoom, click the raised-
12 hand feature on your screen. And if you're joining by
13 phone, please press star nine to raise your hand.

14 Again, to ensure that we can hear from everybody
15 and get to the agenda, comments will be limited to two
16 minutes or less per speaker. We ask that speakers focus on
17 their remarks on comments.

18 We will start with people in the room. There are
19 no commenters in the room, so I will check Zoom next.

20 Please approach the podium, spell your name, and
21 state your affiliation, and then make your comment.

22 MR. CYFFKA: My name is Mark Cyffka, spelled
23 C-Y-F-F-K-A, and I'm the Co-Founder and Chief Operating
24 Officer of AirMyne Incorporated.

25 So on behalf of AirMyne, a direct air capture

1 company based in Berkeley, California, I want to express
2 our appreciation and gratefulness for your consideration of
3 the DeltaDAC Project and the proposed grant agreement under
4 the CRISP Program, which is the Carbon Removal Innovation
5 Support Program.

6 I would also like to extend our appreciation for
7 the time and efforts of so many CEC staff members who
8 created and guided this CRISP program into a world-leading
9 collaboration model.

10 AirMyne's technology uses a simple, off-the-shelf
11 set of materials and equipment to capture carbon dioxide in
12 a way that is both practical and scalable. And we're
13 committed to transparency, community engagement, and
14 ensuring local benefits. The DeltaDAC project will
15 accelerate AirMyne, but also California's leadership in
16 carbon removal and carbon management.

17 I grew up in California. Most of our team calls
18 California home. We could not be more grateful for an
19 ecosystem which lets us develop innovative climate
20 technologies right here in our home state for the benefit
21 of Californians. And we are excited to move forward on
22 this project together.

23 Thank you.

24 MR. YOUNG: Seeing no other comments on Zoom,
25 that's all of our public comments on this item. Back to

1 you, Vice Chair.

2 VICE CHAIR GUNDA: Thank you, Ryan.

3 With that public comment done, any discussion
4 from the Commissioners?

5 Commissioner McAllister, go ahead.

6 COMMISSIONER MCALLISTER: I'll move this item.

7 VICE CHAIR GUNDA: Second?

8 COMMISSIONER SKINNER: Second.

9 VICE CHAIR GUNDA: So with that, we'll take the
10 vote.

11 Commissioner McAllister?

12 COMMISSIONER MCALLISTER: Aye.

13 VICE CHAIR GUNDA: Commissioner Skinner?

14 COMMISSIONER SKINNER: Aye.

15 VICE CHAIR GUNDA: Commissioner Gallardo?

16 COMMISSIONER GALLARDO: I just want to take a
17 second to say thank you to the representative for AirMyne
18 for joining us, especially in person. We know that's not
19 always easy to do, but very much appreciated. So thank you
20 for that.

21 And aye.

22 VICE CHAIR GUNDA: I vote aye as well. With
23 that, the item moves four-zero.

24 Can we invite the chair to come back in?

25 CHAIR HOCHSCHILD: We'll turn now to Item 4,

1 Global Electricity Market Trends.

2 And I would welcome Derrick Flakoll to present.

3 Is he presenting --

4 MR. FLAKOLL: Thank you very much.

5 CHAIR HOCHSCHILD: -- on Zoom? Okay, on Zoom.

6 MR. FLAKOLL: Thank you very much. This is a
7 great opportunity and I'm honored to be able to speak to
8 the Commission today. I hope to get through a fairly rapid
9 series of points, which covered not only electricity
10 markets, but also related factors, including renewables
11 markets, trade, electric vehicles, and heat pumps.

12 So if we could perhaps begin with my first slide?

13 We are here to talk about a U.S. energy
14 transition that is itself in transition due to rapid
15 markets and policy trends, not only in Washington, but in
16 Sacramento, where, as we know, Governor Newsom is busily
17 signing or vetoing various parts of energy packages into
18 law.

19 Next slide, please.

20 But I'd like to situate this a little bit,
21 firstly by just noting what BNEF does, what I can talk
22 about, And then speaking about the investment climate in
23 which this finds itself, as well as some of the major
24 federal policy changes, supply chain acts, and then related
25 markets like EVs and heat pumps.

1 Next slide, please.

2 BNEF -- next slide -- is a provider of data and
3 information for markets cutting across the entire energy
4 transition and related commodities. So that's clean power,
5 transportation, buildings, and industry food and
6 agriculture, as well as oil, gas, coal, and various other
7 sectors such as carbon capture, utilization, storage, and
8 climate action and regulations policy.

9 We can go to our next slide, please.

10 That allows us to have a pretty good across-the-
11 board view of investment tied to the energy transition --
12 next slide -- covering both the deployment or supply side
13 of clean energy, that's, you know, clean power, power grids
14 to support that and so forth, as well as the demand side,
15 such as transportation, buildings, and industry, which try
16 to use clean energy to fuel themselves.

17 And in 2024, the latest year for which we have
18 data available, we saw another record year in global
19 investment, about, you know, more than double what was
20 invested globally in 2020.

21 Next slide, please.

22 If you look at that in global context, the U.S.
23 is the second largest market in terms of individual
24 countries investing, but behind the European Union by a few
25 billion dollars, and far behind China, which is the leading

1 investor globally and responsible for almost half of that
2 total.

3 CHAIR HOCHSCHILD: When you're saying second
4 largest market, you're talking about clean tech or --

5 MR. FLAKOLL: Clean tech investment,
6 specifically, so that's --

7 CHAIR HOCHSCHILD: So clean tech investments,
8 second largest after China?

9 MR. FLAKOLL: Second largest individual country
10 after China, third largest market as you count the EU27 as
11 a single entity.

12 CHAIR HOCHSCHILD: Got it. Okay.

13 MR. FLAKOLL: If we can go to the next slide?

14 We can see that the picture is somewhat different
15 if you look at in percentage of GDP terms. There, China
16 continues to lead, but the European Union and a lot of
17 individual markets, even India actually devote more of
18 their GDP to energy transition sectors than the United
19 States does. You can see that it's above -- below 1.5
20 percent for U.S. investment, but approaching 2 percent for
21 various other markets, and 4.5 percent for China.

22 Zooming in on the U.S. in our next slide, we can
23 see that year over year, U.S. investment was still at a
24 record in 2024, but relatively flat, only up about \$2
25 billion, presenting some shifts under the surface. Grid

1 spending, which is not always directly tied to the energy
2 transition, sometimes it's undergrounning or resilience,
3 rather than climate mitigation, that was up. Spending on
4 clean energy was down somewhat, although it's important to
5 note that that's partly because the underlying prices for
6 clean energy technologies continue to go down. And we've
7 seen a few other shifts in particular categories, which we
8 can go into in the next slide.

9 In the U.S., you will also note there was a bit
10 of a fall off from the second half of 2024 into the first
11 half of 2025 in renewables investment. It's actually
12 fairly normal. It's usually fairly cyclical.
13 Nevertheless, wind investment in particular is down, with
14 offshore wind investment at effectively zero, due in part
15 to an uncertain policy environment, whereas solar
16 investment, particularly co-located, has held steady or
17 grown slightly.

18 Moving to the next slide, investment is really
19 diverging by sector maturity, so if we can click forward,
20 we can see that -- next slide, please -- the traditional
21 sectors are up, power grids, renewables, electrified
22 transport globally. We've seen a 14 percent year-on-year
23 increase.

24 Next slide.

25 It's the less certain sectors, things like clean

1 industry, carbon capture, and hydrogen, that have actually
2 fallen dramatically globally, about 23 percent year-over-
3 year. That's a trend that we also see continuing in the
4 United States.

5 Next slide, please.

6 To focus in on the U.S. market, we want to talk
7 about the national legislation, the One Big Beautiful Bill
8 Act that passed. It's changed subsidies and what that
9 means for the U.S. renewables and storage market.

10 Next slide, please.

11 The key thing to note here is that now
12 renewables, wind and solar projects specifically, face some
13 fairly firm deadlines. Anything that doesn't begin
14 construction by the end of this year faces foreign entity
15 of concern or prohibited foreign entity rules, which can
16 disqualify them from subsidies based on ties to a few
17 economies, primarily China, which is the dominant supplier
18 of those technologies globally.

19 And any wind or solar projects which do not begin
20 construction by the middle of 2026 also face a pretty quick
21 deadline to be placed in service on the grid and
22 generating. That is to say, if they're not on the grid by
23 December 31st, then they don't get any subsidies. This is
24 complicated a bit because anything that does begin
25 construction before that July 4th deadline actually has

1 four years to be placed in service. But nevertheless,
2 there's a clear hurdle for power projects that want to get
3 federal money, which is key to bankability.

4 Next slide, please.

5 As for those foreign entity of concern rules I
6 mentioned, the key thing to note here is that for both
7 clean energy-related manufacturing, clean energy
8 deployment, there are penalizations for material
9 assistance, that is to say, supply chains that are tied to
10 China, as well as some ties with intellectual property.

11 Next slide, please.

12 Each year, for every technology, there's a
13 certain minimum non-foreign entity of concern or non-
14 prohibited foreign entity percentage. That's the material
15 assistance cost ratio. You can see that for projects
16 beginning in 2026, anything other than energy storage needs
17 to be at least 40 percent non-Chinese. This also affects
18 Russia, Iran, and North Korea, but only China is really
19 relevant here, maybe Russia for some nickel-based
20 batteries.

21 Energy storage is a notably higher percentage.
22 55 percent must be non-Chinese or non-foreign entity of
23 concern. That's particularly tricky because the U.S.
24 remains quite dependent on China for its supply chains for
25 this technology, especially now, as we'll get into later in

1 the trade section.

2 Moving on to the next slide, you can see that
3 these foreign entity of concern rules also apply to
4 subsidies for manufactured in the U.S. solar, storage, and
5 battery components, as well as wind components and critical
6 minerals. Because U.S. manufacturing remains dependent on
7 upstream supply chains, this creates a very material risk
8 to manufacturing projects in states like California and
9 elsewhere, which are exposed to global trade.

10 Next slide, please.

11 What this means materially speaking is that BNEF
12 forecasts about a 23 percent decline in wind, solar, and
13 storage capacity build through 2030 in our post-One Big
14 Beautiful Bill Act view. As you can see here, there was
15 initially an increase in projects actually rushing to
16 qualify for federal subsidies. But as you can see in the
17 next slide, there is then below-trend installation for the
18 rest of the years through 2035.

19 Now we're in the midst of updating this forecast,
20 and for market reasons, we think that this might actually
21 have been a little bit pessimistic. Nevertheless, we
22 continue to expect that renewables installation and storage
23 installation will remain below the pre-One Big Beautiful
24 Bill Act trend.

25 Next slide, please.

1 One major reason that we only see that 23 percent
2 hurdle is that renewables are generally the fastest thing
3 to get onto the grid. If you look at the median and mean
4 times for project development for energy projects, you'll
5 see that basically every market except MISO, including in
6 California, wind, solar, and storage are both on average
7 and in the median case faster to install than gas turbine
8 infrastructure. That's particularly true for distributed
9 generation and storage.

10 And as we see a fairly chunky, rapid increase in
11 power over the next few years driven by data centers and
12 factors like AI, as well as to a lesser extent EVs, we're
13 going to see a really strong preference for the speed to
14 power that renewables can provide.

15 Next slide, please.

16 Overall, the power market really is defined by
17 the inevitability of this electricity demand growth. Which
18 renewables will be the most immediately available, fastest
19 thing that can meet, but that inevitably is going to lead
20 to higher costs despite renewables relatively lower costs
21 compared to gas generation.

22 We're also seeing the tax credits disappear,
23 increasing the amount of money that has to be rate-based.
24 We're seeing slow recommissioning or new nuclear. And
25 we're seeing tariffs and associated uncertainty interfere

1 with project timelines.

2 Next slide, please.

3 Speaking of uncertainty, the executive actions of
4 the federal administration are making it hard to know what
5 to invest in, when, and at what price point.

6 Next slide, please.

7 The premier example of this has basically been
8 offshore wind. If we can look at the next slide, the major
9 uncertainty here, of course, began with Equinor's work off
10 New York being suspended earlier in the year -- next
11 slide -- which was then finally brought back online after
12 about a month of uncertainty in exchange, allegedly, for a
13 deal with Kathy Hochul in New York to get a gas pipeline up
14 to speed.

15 Next slide, please.

16 We do, however, see that with continued
17 uncertainty there and the acts against other wind farms
18 like Revolution Wind, we don't really see a lot more wind
19 other than what's under construction coming online through
20 2035. Note that for tougher markets like California where
21 floating offshore wind is in early stages, we don't really
22 see anything happening, even through 2040.

23 Next slide, please.

24 In all, Trump's actions against Empire Wind,
25 Revolution Wind and others, have threatened up to \$28

1 billion in investment in the United States.

2 Next slide, please.

3 This is also, of course, one among many actions
4 that create uncertainty for developers, some of which are
5 tied to energy, like Interior Secretary Doug Burgum
6 personally reviewing the permits for any kind of renewables
7 project, which can be important for geothermal or anything
8 that has a nexus with federal land, cables going across the
9 federal lands and so forth. It also includes immigration
10 enforcement where battery factories that are dependent
11 upon, for example, Korean workers, might face risks to
12 their operations as we've seen recently with Hyundai's
13 plant in Georgia.

14 Next slide, please.

15 Speaking of supply chains -- next slide,
16 please -- we should note that there is a bit of a global
17 divergence. There's a divergence between the U.S. and the
18 world in terms of supply chain accessibility. Globally
19 speaking, there is overcapacity for basically every kind of
20 clean technology component, which is to say more is being
21 produced than is needed to meet BNEF's estimate of the
22 least cost pathway to net zero by 2050. That effectively
23 means we might be on a different one depending on your
24 optimism or pessimism. But there's a complication for the
25 U.S.

1 Next slide.

2 As I mentioned, the vast majority of technology
3 manufacturing, and basically every part of the value chain
4 for every clean energy technology, is happening in China.
5 Hydrogen electrolyzers are the least dependent, and that's
6 still at over 50 percent of global manufacturing capacity.
7 Everything else, whether it's for metal refining, lithium-
8 ion batteries, or solar, is well above 70 percent. And, of
9 course, for geopolitical and security reasons, that creates
10 issues in the U.S., as we have seen with new regulations on
11 Chinese involvement in U.S. energy projects.

12 Next slide, please.

13 China has been focusing more than ever because of
14 these barriers in the U.S. market on serving developing
15 countries.

16 Next slide.

17 You can see that the blue portion, the rich
18 countries of the world, which includes the U.S. and its
19 peers in the OECD, has been declining as a destination for
20 Chinese exports. Increasingly, they're targeting low- to
21 upper-middle-income countries, Turkey, Brazil, South
22 Africa, and beyond, representing major competition with
23 potential U.S. exports as the clean tech industry tries to
24 get up to speed here.

25 Next slide, please.

1 The U.S., as mentioned, remains tied to Chinese
2 imports throughout various parts of its energy supply
3 chains. Notably, China's a major contributor to grids.
4 But despite China being quite dominant in EVs and solar
5 modules, the U.S. either has not started buying from there
6 or has long since diversified. It's really lithium-ion
7 batteries, which are key to grid security and stability, as
8 well as price arbitrage and managing California's debt
9 curve, where we really see the most continued Chinese
10 dependence and special higher rules in the tax credits to
11 target Chinese operating expenses.

12 Next slide, please.

13 And, of course, this is not even accounting for
14 tariffs, which we've seen spike on the two most important
15 components the U.S. deals with in its energy supply chains,
16 solar modules and cells, which largely come from Southeast
17 Asia and have seen major increases not only from Trump's
18 tariffs but also a variety of anti-dumping and
19 countervailing duty investigations lodged by private
20 businesses, and then the stationary storage battery case,
21 you know, we've already covered that pretty thoroughly.
22 U.S. battery tariff rates have more than tripled throughout
23 the year.

24 Next slide, please.

25 There have been market adaptations to both these

1 factors in the U.S. because tariffs for solar from
2 Southeast Asia were telegraphed far in advance. There have
3 been major -- there's been major stockpiling by developers.
4 There's more U.S. modules currently stored in warehouses
5 than the U.S. tends to install in the typical year.

6 Next slide, please.

7 In the battery case, we've actually seen a bit of
8 an unexpected development whereby lower battery demand
9 resulting from the Trump administration's pullback on
10 subsidies means that some battery manufacturing we expect
11 to come online in the U.S. might actually exceed U.S.
12 demand for those goods, creating the potential opportunity
13 for exports to other countries, particularly downstream at
14 the cell level. Of course, that depends on relative
15 prices, and this is really capacity, not the actual
16 utilization rate, so it'll be key for policy to support
17 that moving forward.

18 Next slide, please.

19 We've also noticed battery factories are rapidly
20 shifting from electric vehicles, which are seeing even
21 lower demand, to ESS, that's energy storage systems
22 manufacturing, which continues to be subsidized on the
23 demand side by the 48e power investment credit, as well as
24 the supply side by the 45X manufacturing credit.

25 Therefore, BNEF has substantially revised upward

1 its projections for how many gigawatt hours will be
2 manufactured in the United States. It might actually be
3 enough to meet U.S. demand. And with imports from South
4 Korea, Southeast Asia, and other countries, there might be
5 an ability to get around the foreign energy of concern
6 rules on battery imports to the U.S. and tax credits
7 associated therewith.

8 Next slide, please.

9 To try and be succinct, we're going to look at
10 two more markets, EVs and heat pumps, and then we're going
11 to pivot to the next thing.

12 In EVs -- next slide -- there's no two ways to
13 speak about it, we see a dramatic decrease in future
14 adoption relative to the pre-Trump status quo. We were
15 projecting about 48 percent of new vehicles in the U.S.
16 sold being electric in 2030 in 2024. Now we see about a
17 quarter or 27 percent being electric.

18 Next slide, please.

19 That's due largely to changes in the policy
20 environment. In the U.S., of course, we've seen the
21 rollback of corporate average fuel economy regulations, as
22 well as Inflation Reduction Act tax credits. And the
23 California Zero Emission Vehicle mandate has come under
24 legal uncertainty. If it were to be removed, if courts
25 were to acknowledge this, then our expected EV adoption in

1 the U.S. would be even lower than what we've shown before.

2 Meanwhile, China, and to a lesser extent Europe,
3 continue to move forward on supportive policy for the EV
4 transition -- next slide -- which results in a divergent
5 picture for global electric vehicle adoption with North
6 America, primarily the U.S., being far below the global
7 average. I mean, it's already been below the global
8 average, but it's hard to imagine us catching up to Europe
9 and China without more policies.

10 Next slide, please.

11 In particular, by 2026, we expect that China will
12 sell more EVs domestically within its own market than all
13 vehicles that are sold in the U.S.

14 Next slide.

15 And that, in percentage terms, is even more stark
16 with about 80 percent of new vehicle sales in China being
17 electric, far ahead of Europe, which will have gotten to
18 about 50 percent of that point. And the U.S., as
19 mentioned, will be at about 25 percent. In absolute terms,
20 the U.S., by 2030, will still be the third-largest electric
21 vehicle market behind China.

22 CHAIR HOCHSCHILD: I just want to make sure I
23 caught that last stat. You said China will sell more EVs
24 domestically in China in 2026 than the U.S. will sell all
25 vehicles combined, is that --

1 MR. FLAKOLL: Correct.

2 CHAIR HOCHSCHILD: Okay.

3 MR. FLAKOLL: Including ICE vehicles.

4 CHAIR HOCHSCHILD: That's incredible, yeah.

5 MR. FLAKOLL: It's a big country. And, of
6 course, that market scale allows the development of a big
7 industrial machine, which is very tied to exports. And
8 there's the question of, probably not if, but when, those
9 cars will find their way to American shores.

10 Next slide, please.

11 This is also not purely a consumer vehicle story.
12 If you look globally, there are segments like two-wheelers,
13 buses, and surprisingly, even increasingly light and heavy
14 commercial vehicles, which are electrifying quite rapidly,
15 representing multiple market opportunities and ones that
16 California is important to remain mindful of as it
17 continues to support electrification of drayage, long-
18 distance trucking, and other parts of its value chain.

19 Next slide, please.

20 Obviously, affordability is a major concern in
21 political debates these days, not just in California, but
22 globally. And part of the reason that China's adopted
23 these cars so quickly is it's one of the only markets in
24 which they're cheaper, on average, in most categories than
25 internal combustion vehicles. The U.S. remains a place

1 where there's pretty large premiums for EVs, particularly
2 in the medium segment.

3 Next slide, please.

4 That said, it's important to note that combustion
5 vehicle sales already peaked eight years ago globally.
6 It's not likely they're going to go back. We simply see
7 the battery electric and plug-in hybrid share growing over
8 time, as well as traditional hybrids pretty dramatically.

9 Next slide, please.

10 Pivoting back to the affordability question,
11 within the U.S. specifically, it's important to note that
12 people who are reliant upon public charging actually still
13 have to pay more for their electric vehicle fueling than
14 they would with a gasoline car. For home charging or
15 public slow charging, that's not the case. In China, of
16 course, everything is cheaper with electricity.

17 Next slide.

18 That said, the global story of EV oil
19 displacement is very much underway. By 2030, we are seeing
20 up to 5 million barrels per day of oil consumption
21 produced, which is, of course, important to keep in mind
22 given global and, in this case, local questions about
23 refinery asset lives and where to secure access to oil-
24 based fuels.

25 Final slide, please. Next slide, please.

1 Just to conclude with another source of low
2 growth, somewhat underappreciated compared to AIs -- AI and
3 EVs, heat pumps, zooming in on the U.S. market -- next
4 slide, please -- we can see that there has been a fairly
5 bumpy market for heat pump sales, not only globally but in
6 the U.S., a big spike in Europe in 2019 and 2022, partly
7 due to policy, partly due to the Ukraine War. In the U.S.,
8 there's been fairly consistent growth except for the year
9 2023 when a rapid growth in housing prices sort of
10 inhibited the new house building, which is a major driver
11 of demand. Thank you very much.

12 In the U.S., we also see that the Western region
13 is one of -- is still fairly dependent on gas fuel for home
14 heating with electricity only making up 37 percent of the
15 market in 2023, the latest year for which we have data
16 available.

17 Next slide.

18 Part of the reason why it's not really majority
19 electric is that, as you'll see here on the dotted line,
20 the U.S. West is one of the only regions in which there's
21 real consistent cost parity between gas and electricity,
22 and even in some cases between oil and electricity.
23 Suffice to say, it's harder to make the economic case when
24 the life total cost of ownership is equivalent rather than
25 a heat pump being cheaper, particularly given upfront costs

1 associated.

2 Next slide, please.

3 That said, we do see growth in heat pump
4 installations, in fact, a pretty big rebound from 2023 to
5 2024, driven in part by a sort of somewhat of a recovery in
6 the housing market.

7 Next slide.

8 And that said, it should be noted that the West
9 continues to have real challenges in this market because
10 even the subsidized cost of heat pump remains far above the
11 cost of gas.

12 Thank you very much.

13 CHAIR HOCHSCHILD: Thank you. That was a very
14 rich presentation. By the way, will these slides be
15 available?

16 MR. FLAKOLL: We can talk about this afterwards.

17 CHAIR HOCHSCHILD: Okay.

18 Okay, let me just open up any questions from --

19 COMMISSIONER MCALLISTER: Yeah. Yeah.

20 CHAIR HOCHSCHILD: Commissioner McAllister,
21 please.

22 COMMISSIONER MCALLISTER: Yeah, I really
23 appreciate the analysis. It's so nice to see facts drive a
24 presentation about markets.

25 On the heat pumps, I maybe missed it, obviously,

1 you went through it really quickly, but how -- could you
2 give us a sense of sort of the geographic unevenness of the
3 cost-effectiveness of heat pump adoption around electricity
4 price?

5 MR. FLAKOLL: Sure. So I could give you a
6 general overview of the fact that heat pumps are by far
7 most adopted in the southeast region. Electrified heating
8 has been pretty common there. That's also a region where,
9 you know, it's possible to constrain load growth.
10 Electricity rates tend to be cheap.

11 At the same time, we've also seen a pretty
12 substantial success for adopting heat pumps in regions like
13 Maine, where electricity prices are not necessarily cheap,
14 but it's somewhat cheaper than oil, which is the dominant
15 heating technology in the area.

16 So ultimately, I think total cost of ownership is
17 fine, but upfront cost and credit tends to be more of a
18 constraint to adoption, given the way people think about
19 these kinds of expenses. And as such, I think the price
20 differential is an important dimension, but I think
21 ensuring that labor, that upfront costs, that ease of
22 installation are all there for the customer, and frankly,
23 that the housing market is healthy is probably a bigger
24 driver of heat pump adoption than the price differentials.

25 COMMISSIONER MCALLISTER: Yeah, appreciate that.

1 Are you aware of any place that seems to have
2 come up with -- in the retrofit market, which is for
3 California, really, I think we've basically solved the new
4 construction, at least in residential new construction, and
5 we've kind of solved the problem of, you know, sort of
6 aligning incentives for heat pumps, and the builders are
7 doing that by and large. And so the retrofit market really
8 is kind of the big kahuna in terms of emissions reductions
9 and fuel substitution.

10 So have you identified any sort of sub-regions of
11 the U.S. where there seems to be particular success in
12 retrofits or innovative financing, that sort of thing, that
13 can kind of drive markets regionally?

14 MR. FLAKOLL: I would say that the one I am most
15 aware of on a relative basis is Maine, but that could be a
16 story that's driven in part by the fact that baseline
17 conditions might not be considered as favorable by some.

18 I would direct you to some ideas from, for
19 example, Rewiring America, which issued a recent report
20 sort of covering a proposal to leverage the idea of that
21 heat pumps could sort of alleviate load growth and that
22 that could unlock additional industrial or data center
23 load. To be clear, I don't necessarily endorse that
24 policy. BNEF is a research organization, not an advocacy
25 one, but that's a story I've heard of recently, although

1 one that I don't think has been particularly closely
2 tested.

3 COMMISSIONER MCALLISTER: Appreciate that, yeah.
4 And I very much appreciate your sort of distinguishing
5 between the advocacy and the sort of reality on the ground.

6 CHAIR HOCHSCHILD: Okay, let's go to --

7 COMMISSIONER MCALLISTER: -- in there, so thanks.

8 CHAIR HOCHSCHILD: -- thank you -- to Vice Chair
9 Gunda?

10 VICE CHAIR GUNDA: Thank you, Derrick, for the
11 presentation. Really helpful. I was taking a bunch of
12 notes on that.

13 Just a high level from your perspective, in terms
14 of the rate of deployment of both clean energy, but also
15 specifically EVs, and the gap for the cost of EV charging
16 and cost of fuel, can you just share some underlying
17 reasons for the premiums in U.S., California West? Any
18 high level thoughts on what they're being driven by?

19 MR. FLAKOLL: Well, I think it's important to
20 note that ultimately electricity rates are a compound of
21 distribution, transmission, and generation charges,
22 including related charges like capacity markets, as
23 everyone at this Commission knows. So ultimately the
24 distinctions will be different by particular markets, say
25 that the premium might have a different source in

1 California than it might in a certain state in PJM.

2 But, of course, it's important to note that these
3 are ultimately political choices; right? The way that
4 California chooses to pay for certain programs, for
5 example, might have an effect on electricity rates, and
6 that in turn affects the differential between fueling a car
7 with electricity and fueling a car with gasoline. And, of
8 course, that's very much a moving target based on
9 California's changing policy landscape and the changing
10 global markets, which affect oil and refining, as well as
11 the sort of demand profile in California's electricity
12 market.

13 So I would say that anything I would have to say
14 that also might not be as applicable to the future because
15 we are seeing so much policy change in California as we
16 speak. That said, my understanding is that the biggest
17 driver of electricity price increases recently has been on
18 the distribution side. And so I think if one were looking
19 for savings beyond what is directly in the legislature's
20 control, that might be one of the first places to look.
21 But that's a more general observation than one specific to
22 the Golden State.

23 CHAIR HOCHSCHILD: Thank you. We have a really
24 long agenda, so I think we're going to have to leave it
25 there, but thank you so much. And I really appreciate the

1 overview and we'll look forward to welcoming you back at a
2 later date.

3 We'll turn now to Item 5, which is also an
4 information item. Department of Water Resources will
5 provide an update on the Strategic Reliability Reserve.

6 And I welcome Mindy Graybill.

7 MS. GRAYBILL: Good morning, Chair, Vice Chair,
8 Commissioners. My name is Mindy Graybill. I'm coming and
9 presenting behalf of the Department of Water Resources
10 Statewide Energy Office. It's a pleasure to be here today.
11 I'm here to provide the update on the Electricity Supply
12 Strategic Reliability Reserve Program.

13 Next slide, please.

14 In 2022, AB -- I'm sorry, Assembly Bill 205, and
15 later AB 209, was created to establish the state's
16 Strategic Reliability Reserve. Of the three parts of the
17 Reserve, CEC is focused on two parts for demand response
18 and distributed resources. For DWR's program, we are
19 focused on grid-connected resources.

20 The Electricity Supply Strategic Reliability
21 Reserve Program, which I'll just use the Reserve for the
22 remainder of the presentation, acts as an insurance policy
23 and safeguards the statewide electric grid during extreme
24 and combined events, such as heat events, wildfires, and
25 droughts, all driven by climate change. The program also

1 supports California's transition into a clean energy
2 future.

3 Next slide, please.

4 Under the Water Code, DWR is required to provide
5 regular updates at Energy Commission meetings for
6 investments made and under consideration within the
7 program. Moreover, the legislation requires the attendance
8 of the California Public Utilities Commission and the
9 California Independent System Operator, CAISO for short,
10 and a representative from each entity is in attendance
11 today. Thank you both for being here.

12 Today is the 13th update presented to the Energy
13 Commission by DWR, and we expect our next update to be in
14 the first quarter of 2026.

15 Next slide, please.

16 There are five types of projects under our
17 program.

18 The first is the extension of operating life for
19 existing generating facilities that were planned for
20 retirement.

21 Second is new and temporary power generators of
22 five megawatts or more.

23 Third is a generation facilities for clean zero
24 emission fuel technology of any size that produces
25 electricity.

1 And the fourth is the new energy storage systems
2 of 20 megawatts or more that are capable for discharging
3 for at least two hours.

4 And finally, the fifth is the ability to
5 reimburse electrical corporations for the value of imports
6 that were procured above market costs and in excess of
7 procurement authorizations and requirements.

8 Next slide, please.

9 This slide provides a snapshot of the total
10 investments within DWR's reserve program starting from 2022
11 at its inception. Over time, DWR's total investments
12 evolved away from diesel and imports for in-state
13 resources. This includes contracts to extend the operation
14 of retiring facilities at the recommendation of the Energy
15 Commission, Public Utilities Commission, and the CAISO.

16 For summer 2025, we had up to 3,079 megawatts of
17 emergency and temporary resources available to respond to
18 CAISO and the other major balancing authorities within
19 California.

20 It is important to note that the resources
21 operating under the Reserve are default as off, except when
22 called for extreme events and required maintenance. For
23 short-start units, they respond automatically to energy
24 emergency alert watches and higher from the California
25 balancing authorities, and for the long-start units, they

1 respond to CAISO operator direction.

2 Currently, DWR does not have any new resources
3 under contract, but we remain open to opportunities. We,
4 like the rest of the industry, have found it difficult to
5 move forward with projects due to increased costs, lack of
6 interconnection, very high demand for non-emitting
7 technologies, and uncertainty around tariffs.

8 DWR also must prioritize investments that do not
9 compete with facilities already planned for by load-serving
10 entities and public utilities.

11 I want to thank and acknowledge the considerable
12 amount of coordination with the Energy Commission, Public
13 Utilities Commission, and the CAISO in developing and
14 maintaining the state's Strategic Reliability Reserve.

15 And this concludes my presentation. Thank you.

16 CHAIR HOCHSCHILD: Thank you.

17 We'll turn to discussion, starting with Vice
18 Chair Gunda.

19 VICE CHAIR GUNDA: Okay, thank you, Chair.

20 Mindy, thank you so much for being here. Just in
21 the interest of time, I'll just keep it short, but first of
22 all, thank you to the DWR team as a whole for making sure
23 this part of the strategic reserve is always ready to go.

24 As the Chair mentioned, we're almost in the last
25 few weeks before, you know, the grid, at least, you know, I

1 have to be cautiously optimistic, I never use any other
2 words to jinx it, but I think we are okay. I just want to
3 note that for next year, I think it's the last year that we
4 will have the once-through cooling power plants under
5 contract. So I think as we move forward into 27 and so on,
6 we'll continue to think through on how to provide that
7 reserve to the state or some contingency measures.

8 So with that, I just want to say thank you to,
9 again.

10 And Chair, we have PUC as well as CAISO.

11 CHAIR HOCHSCHILD: Yeah, welcome to Molly and to
12 Cristy. Is there anything either of you would like to add?

13 MS. SANADA: No, just, yeah, I want to say thank
14 you. Thank you very much to Mindy and also to Delphine for
15 your continued collaboration. We had a very successful,
16 reliable summer so far, and hopefully we can say that as
17 the year closes.

18 But, yeah, I greatly appreciate all the work that
19 you all do to keep these plants on standby for us to use in
20 the event that we do have a grid emergency, so thank you.

21 CHAIR HOCHSCHILD: Great.

22 Molly, anything on your side?

23 MS. STERKEL: Yeah, just thank you for all the
24 collaboration. And thank you for noting at the top of the
25 meeting that we continue to have an extraordinary course of

1 infrastructure development in California that is hopefully,
2 you know, continuing to shore up a reliability situation.
3 We had a record-breaking year of clean energy last year,
4 and so far this year, we've had about five gigawatts come
5 online to serve the CAISO area, and we're really pleased
6 with the ongoing continued construction of new resources,
7 so --

8 CHAIR HOCHSCHILD: Yeah, I noted at the beginning
9 of the meeting, it's now been three years, over three
10 years, since we've had a Flex Alert, which is a remarkable
11 feat in itself.

12 Commissioner Skinner?

13 COMMISSIONER SKINNER: Thank you, Chair. I also
14 wanted to thank all of you for this update. I'm really
15 pleased that the state made the investment in a Strategic
16 Reliability Reserve, and that it has, as you've all
17 described, given us the good results that it has.

18 I'm also very happy that we were able in that
19 Reserve to build in funding for our flex demand and for
20 our, well, our ability to potentially compensate our high
21 electricity users to shift when they use that electricity,
22 because we know in addition to increasing our generation
23 and having more storage installed, that we're still
24 planning for a certain number of hours in any year. And if
25 those hours can be shifted when we have an abundant amount

1 of resources, that just makes it -- it makes our grid more
2 reliable, can reduce our overall system costs, lots of
3 things. And I know that they were well deployed in these
4 last three years.

5 So I make the comment, I'm very, very pleased
6 about the Strategic Reliability Reserve, but I make the
7 comment because I think many of us were disappointed that
8 in the last budget, we didn't see continued funding for
9 that portion of the activity, and with our once-through
10 cooling plants, you know, legitimately and properly
11 scheduled to, we gave them an extension, but scheduled to
12 shut down, it makes that aspect of the reliability that
13 much more important. So I'm really hoping that we can keep
14 it up and keep those investments up.

15 CHAIR HOCHSCHILD: Yeah, Commissioner McAllister.

16 COMMISSIONER MCALLISTER: Yeah, I agree with all
17 that's been said here.

18 And I wanted to just point out that, you know,
19 states know how to do planning. And I think if you look at
20 how we've been very judicious in extending plants when we
21 need to for reliability, even though it's a tough thing to
22 do, and we'd really, you know, rather not, but if we have
23 to, we do it.

24 But then also, we take that as a challenge to
25 accelerate the build out of the clean energy ecosystem,

1 both on the supply side, you know, large-scale supply, and
2 on the demand side, as Commissioner Skinner just said. And
3 we don't need a 202(c), you know, sort of a swooping in
4 from the federal level to come tell us what to do in terms
5 of our, you know, keeping the right parts of our feet up
6 and running. We do that because we know when it's
7 necessary and when it's not.

8 And so I think California really is a case study
9 of competence at the state level about how to get this
10 done, so multi-agencies working together to identify
11 resources and keep the ones available when they need to be
12 available.

13 So just really thanks to the department and the
14 PUC and the CAISO, as well as Vice Chair Gunda and his
15 leadership on this to really be very intentional and fact-
16 based about how we do our long-term planning and our
17 resource planning. So just wanted to kind of make that
18 point.

19 CHAIR HOCHSCHILD: Thank you.

20 Vice Chair?

21 VICE CHAIR GUNDA: Yeah, Chair.

22 I just want to note, I think, and I had my notes
23 to kind of mention a part of the problem has been on the
24 heat and the drought, but the other one is really fire. We
25 did have an extraordinary fire season this year as well,

1 and just want to extend gratitude to all the firefighters
2 in the front lines keeping the assets, but also people's
3 lives safe, so thank you.

4 CHAIR HOCHSCHILD: Well, great. Thank you all.

5 Oh, sorry, Commissioner, please.

6 COMMISSIONER GALLARDO: Thank you, Mindy, for
7 being here. It's really nice to see you again.

8 Thank you, Molly and Cristy, also for joining us.

9 I'll say ditto to what my fellow Commissioners
10 said, especially on the gratitude for the team effort on
11 this and the leadership by all of you.

12 I had a different question related to the federal
13 impacts. I have been curious how they've affected you, and
14 I did hear you comment on the uncertainty of the tariffs.
15 Has there been anything else that's been impacting?

16 MS. GRAYBILL: Thank you for your question,
17 Commissioner Gallardo. So as far as our program
18 specifically, like many others, you know, we are aware of
19 risks that may be increasing, which will impact our
20 planning or even execution of different programs and
21 projects. I do see and feel a hesitancy with that with the
22 industry, but for direct impacts, currently there have been
23 none to the strategic reserve from the DWR side.

24 COMMISSIONER GALLARDO: Okay. Thank you.

25 CHAIR HOCHSCHILD: Great. Well, thank you,

1 Mindy. Thank you all.

2 And with that, we'll turn now to Item 6,
3 Certification of Petroleum Industry Information Reporting
4 Act of 1980, Emergency Regulations.

5 And I welcome Max Solanki.

6 MR. SOLANKI: Good morning, Chair, Vice Chair,
7 Commissioners, and members of the public. My name is Max
8 Solanki, Branch Manager in the Energy Policy Branch Manager
9 in the Energy Assessments Division of the California Energy
10 Commission. Today, I will present Item 6, which concerns
11 the certification of emergency regulations adopted under
12 the Petroleum Industry Information Reporting Act of 1980.

13 Next slide, please.

14 The purpose of this item is to discuss the
15 certification of emergency regulations adopted pursuant to
16 PIIRA, provide a quick overview of these regulations, and
17 finally to seek your approval for their certification.

18 Next slide, please.

19 The scope of today's recommendation includes the
20 certification of five emergency rulemakings adopted over
21 the past year and a half. These include spot market
22 reporting adopted February 14, 2024, refining margin
23 reporting, and marine imports reporting, both adopted on
24 May 8, 2024, merchant terminal position holder reporting
25 adopted July 10, 2024, and three-month projections of

1 receipts and distributions adopted February 12, 2025.

2 Next slide, please.

3 Benefits. The intent of these regulations is to
4 help protect Californians from price spikes, increase
5 transparency in the petroleum industry and market, and
6 support a safe, reliable, affordable, and equitable supply
7 of transportation fuels.

8 Next slide, please.

9 Results to date. Since implementation, we have
10 seen encouraging results. The data collected has been
11 instrumental for analysis and reporting. Our ability to
12 monitor spot trades, supply, demand, and storage has been
13 strengthened. We now have greater situational awareness of
14 market dynamics and the industry has shown strong
15 compliance with the new requirements. and staff continue
16 to collaborate effectively with reporters to ensure
17 accuracy and consistency.

18 Next slide, please.

19 So based on these outcomes, staff recommends no
20 changes to the emergency regulations at this time. Any
21 discrepancies -- oh, sorry -- discrepancies encountered
22 have been resolved collaboratively with stakeholders.
23 Therefore, we respectfully request the approval of the
24 certification of the CEC emergency regulations under PIIRA.
25 Thank you.

1 That concludes my presentation. I'm available to
2 answer questions after a brief comment from Kelsey Lim of
3 the Division of Petroleum Markets Oversight.

4 CHAIR HOCHSCHILD: Thank you. Let's go to -- oh,
5 sorry -- to you next? Public comment. Okay, this is a
6 voting item, so we'll do public comment first.

7 MR. YOUNG: Thank you, Chair. The Commission now
8 welcomes public comment on Item 6.

9 If you are in the room, please use the QR code
10 posted in the back or visit the public advisor table in the
11 back of the room. If you are on Zoom, click the raised-
12 hand feature on your screen. And if you're joining by
13 phone, please press star nine to raise your hand.

14 We will start with folks in the room. Kelsey
15 Lim, please approach the podium. Spell your name, state
16 any affiliation, and we welcome your public comment this
17 time.

18 MS. LIM: Good morning. Is this better? Thank
19 you. Good morning. My name is Kelsey Lim, K-E-L-S-E-Y
20 L-I-M, and I'm speaking today on behalf of the Division of
21 Petroleum Market Oversight.

22 DPMO supports EAD staff's proposal to certify
23 these emergency regulations. Each of these regulations and
24 their associated reporting streams provide critical
25 transparency into the petroleum market. Like our

1 colleagues in EAD, DPMO uses the data from these reporting
2 processes every single day to fulfill our independent
3 market oversight, investigations, and economic analysis
4 work.

5 We also want to note that the data reporting that
6 we are talking about here is mandated by statute. These
7 regulations before you today provide guidance and clarity
8 for reporting entities about how to submit their data and
9 build out the details to include in the data submissions,
10 all of which makes the data much more usable for analysis.

11 However, these regulations do not themselves
12 create the reporting obligations. These obligations are
13 codified in the Public Resources Code as amended by the
14 legislature in the last several years.

15 DPMO thanks CEC staff for their partnership and
16 collaboration in developing these regulations. We look
17 forward to continuing to work together on these important
18 data and transparency efforts. Thank you.

19 MR. YOUNG: Okay, no other commenters in the
20 room, so I will check zoom next. That's all of our public
21 comments for this item.

22 Back to you.

23 CHAIR HOCHSCHILD: Thank you. I will go to Vice
24 Chair for Commission discussions.

25 VICE CHAIR GUNDA: Thank you, chair.

1 Max, thank you so much for the presentation. I
2 want to just take a minute to note thanks and gratitude to
3 the team as a whole. Ryan Eggers, Alex Wong, Kelsie Goff
4 from EAD, Eric Sanchez, Sunit Chawla, Justin Ruiz and Gina
5 Tomaselli from the Legal Office, thank you for all the
6 incredible work.

7 Just as a point, I want to note, Chair and
8 Commissioners, that staff have spent over 10,000 hours, you
9 know, collecting this data and reviewing it for improving
10 transparency for the state.

11 I also want to thank Kelsey Lim from DPMO for the
12 comment.

13 I want to extend my thanks to Director Milder and
14 the DPMO team for their continued efforts and collaboration
15 on all these efforts.

16 This has been an incredible amount of work in
17 terms of stakeholder engagement, just for the Commission.
18 I want to note and reiterate that this is about all the
19 data collection that we've done over the last couple of
20 years through emergency processes. This step is trying to
21 make that a permanent and make sure that we have that data
22 collected. And we're not losing any of the data we are
23 collecting and just making it more of a consistent basis as
24 we move forward.

25 So I want to thank the staff. Looking forward

1 to, you know, continuing to work with the industry
2 collaboratively and the stakeholders and improve the
3 transparency for the state.

4 With that, I will be ready to support it when
5 we're ready to move the item.

6 CHAIR HOCHSCHILD: Thank you.

7 Are there any other Commissioner comments?
8 Commissioner McAllister?

9 COMMISSIONER MCALLISTER: Well, just I want to
10 highlight the Chair's -- the Vice Chair's leadership on
11 this, just -- and then the staff. I've gotten numerous
12 briefings, as I'm sure most of us have across along the
13 way, and just, it's good to have sort of the process
14 concluding to adopt the final regs. So I appreciate your
15 self-exploitation, I guess you'd say, to get this done, so
16 thanks.

17 CHAIR HOCHSCHILD: Thank you. Unless there's
18 anything else, I'd welcome a motion from the Vice Chair on
19 Item 6.

20 VICE CHAIR GUNDA: Yeah, just want to complete by
21 note of gratitude by including Jeremy Smith, who has been
22 phenomenal in all the work.

23 With that, move Item 6.

24 CHAIR HOCHSCHILD: Is there a second from
25 Commissioner McAllister?

1 COMMISSIONER MCALLISTER: Second.

2 CHAIR HOCHSCHILD: All in favor, say aye.

3 Vice Chair Gunda?

4 VICE CHAIR GUNDA: Aye.

5 CHAIR HOCHSCHILD: Commissioner McAllister?

6 COMMISSIONER MCALLISTER: Aye.

7 CHAIR HOCHSCHILD: Commissioner Skinner?

8 COMMISSIONER SKINNER: Aye.

9 CHAIR HOCHSCHILD: Commissioner Gallardo?

10 COMMISSIONER GALLARDO: Aye.

11 CHAIR HOCHSCHILD: And I vote aye as well. Item

12 6 passes unanimously.

13 Commissioner Skinner is going to have to depart

14 the meeting a little bit early, so we're reshuffling the

15 agenda. We're just going to move forward with the charger

16 item, which is Item 8, at this time, Proposed Resolution

17 Adopting Electric Vehicle Charger Recordkeeping and

18 Reporting, Reliability, and Data Sharing Regulations.

19 And I welcome Dustin Schell to present.

20 MR. YOUNG: Chair, just to let you know, we have

21 a bit of a technical difficulty with the computer freezing,

22 but it will be updated in a second.

23 CHAIR HOCHSCHILD: Are you waiting on your

24 slides?

25 MS. SCHELL: Sorry?

1 CHAIR HOCHSCHILD: Are you waiting on your
2 slides?

3 MS. SCHELL: I was.

4 CHAIR HOCHSCHILD: Okay. Can you -- you're good?
5 Okay. Go ahead.

6 MS. SCHELL: Okay. Good morning, Chair
7 Hochschild, Vice Chair Gunda, Commissioner Gallardo,
8 Commissioner Skinner and Commissioner McAllister. My name
9 is Dustin Schell. I'm a Staff Engineer in the Fuels and
10 Transportation Division of the CEC. This presentation will
11 review the proposed regulation to adopt -- or resolution,
12 excuse me, to adopt regulations for improving electric
13 vehicle charging, charger recordkeeping and reporting
14 reliability and data sharing. These regulations have been
15 in process for some time now and it's an honor to bring
16 them to you today.

17 Next slide, please.

18 These regulations will bring significant benefits
19 to Californians by aiding in the advance of California's
20 clean energy goals, which will ultimately improve the
21 environment and health outcomes in California.

22 As we all know, mass market adoption of EVs is
23 critical to reaching our clean energy goals. Even the
24 perception that public chargers -- public EV chargers,
25 excuse me, are unreliable and presents a significant

1 barrier to mass market adoption. Unfortunately, the common
2 perception of EV charger reliability over the last few
3 years has been poor.

4 The proposed regulations will benefit
5 Californians by enabling the Commission to ensure the
6 reality of EV charging is reliable and to improve the
7 public perception of EV charger reliability.

8 Next slide, please.

9 The objectives of this presentation are -- well,
10 excuse me. The objectives of the proposed regulations are
11 to improve the CEC's understanding of gaps in California's
12 EV charger infrastructure by both type of charger and
13 primary use, to improve charger reliability by implementing
14 performance standards on publicly or ratepayer funded DCFC
15 charging ports, and to increase public access to EV
16 charging.

17 Next slide, please.

18 This is an overview of the legislative history.
19 So AB 2061 was passed in September of 2022. It requires
20 the CEC to set up time record keeping and reporting
21 standards for publicly funded chargers and to use a public
22 process to define uptime, as well as to assess the uptime
23 of chargers -- charging station infrastructure.

24 A year later, Assembly Bill 126 required the CEC
25 to adopt uptime requirements and set standards to notify

1 customers of availability and accessibility of chargers --
2 or publicly available and publicly funded chargers.

3 Next slide, please.

4 So this just kind of goes over the pre-rulemaking
5 process that we went through. As you can see, staff
6 engaged with the public extensively through multiple
7 workshops, released drafts of the regulation, and
8 throughout that whole three years, we also kept lines of
9 communication with stakeholders open for additional
10 engagement.

11 Next slide, please.

12 We initiated the formal rulemaking process on
13 June 27th of 2025. After a 45-day comment period, we had a
14 public hearing on August 13th of this year. September 8th,
15 we docketed the notice of additional public comment and a
16 summary of changes included in that additional public
17 comment period. And October 8th, which is today, we are
18 proposing a resolution to adopt these regulations.

19 Next slide, please.

20 This slide overviews the proposed regulations,
21 their purpose and applicability. There are varying
22 exclusions for each requirement that are too detailed for
23 this presentation. However, they can be found in the
24 Express Terms docketed to 22-EBI-04.

25 The proposed regulations include semiannual

1 inventory reporting requirements. These are applicable to
2 most chargers operating in California outside of private
3 residential chargers. The data from this reporting
4 requirement will allow the Commission to track the number
5 and type of EV chargers in California and ensure that we
6 meet our goals.

7 The proposed regulations also include
8 requirements for reliability reporting, recordkeeping
9 and -- recordkeeping, excuse me, and performance standards.
10 Reporting requirements include both semiannual self-
11 reporting and the automated transmission of reliability
12 data. Proposed amendments to existing code also designate
13 many of these data as confidential.

14 Recordkeeping requirements are for nonstandard
15 records that are not readily reported. These will allow
16 the Commission to audit self-reporting.

17 And finally, the performance standards set a
18 minimum uptime of 97 percent for publicly funded DCFC.

19 And excuse me, one more thing, the third-party
20 data sharing requirements set standards for how to notify
21 customers about the availability and accessibility of
22 publicly or ratepayer funded chargers that are also
23 publicly available.

24 Next slide, please.

25 Staff recommends the adoption of the proposed

1 resolution, which includes adoption of these regulations,
2 amendments to existing regulations, and staff's
3 recommendation that this action is exempt from CEQA.

4 Thank you.

5 CHAIR HOCHSCHILD: Are these the first standards
6 of its kind in the U.S.?

7 MS. SCHELL: Yes. The NEVI included 97 percent
8 uptime requirement and these go well beyond that --

9 CHAIR HOCHSCHILD: Right.

10 MS. SCHELL: -- and standardizing what is
11 considered uptime and how it's (indiscernible).

12 CHAIR HOCHSCHILD: Well, first of all, just
13 congratulations to you, the team, and to you, Commissioner
14 Skinner.

15 So before we go to Commissioner discussion, we'll
16 go to public comment.

17 MR. YOUNG: Thank you, Chair.

18 The Commission now welcomes public comment on
19 Item 8.

20 If you are in the room, please use the QR code
21 posted in the back or visit the public advisor table. If
22 you're on Zoom, please click the raise-hand feature on your
23 screen. And if you're joining by phone, press star nine to
24 raise your hand.

25 We're going to start with people in the room.

1 Scott Cox, please approach the podium, spell your name,
2 stating the affiliation, and then we welcome your comment.

3 MR. COX: Good morning. I'm Scott Cox,
4 S-C-O-T-T, last name C-O-X, from Environmental Energy
5 Consulting, speaking on behalf of CALSTART.

6 I'd like to thank the Commission staff for their
7 thoughtful work and expertise, and the Commissioners for
8 their leadership on this and all the work of the CEC. I'm
9 glad for the opportunity to comment as a supplement to our
10 written docketed comments.

11 CALSTART is a nationally recognized organization
12 headquartered in California, serving as administrators from
13 multiple block grant programs funded by the CEC, including
14 Energized Commercial Vehicles, Communities in Charge, and
15 the Zero Emissions School Bus Infrastructure Program.

16 We're grateful for the clarifications introduced
17 in the final amendments, particularly around fleet charging
18 definitions, which will reduce confusion for fleet
19 operators with shared charging use cases. To build on
20 this, we'd like to further offer recommendations to improve
21 in clarity around these regulations.

22 First, we'd encourage the Commission to establish
23 minimum and maximum thresholds for direct current fast
24 charging. Currently, the definition is broad as rapid
25 charging, which could inadvertently exclude or ambiguously

1 include low-powered DC chargers and next-generation high-
2 powered chargers like the megawatt charging system. Low-
3 powered DC is especially valuable in areas with limited
4 grid capacity, but the need to support robust duty cycles
5 in the medium and heavy-duty sector. With clearer
6 thresholds, we can ensure consistent interpretation across
7 regulations and funding programs.

8 Second, we'd like to ask the Commission to
9 clarify how these rules apply to electric off-road
10 equipment. Current definitions focus on vehicle types as
11 classified by gross vehicle weight ratings, which don't
12 apply to the growing market for electrified port equipment,
13 agricultural machinery, and commercial harborcraft. These
14 off-road systems are funded under state programs like FORE
15 and ENERGIZE and rely on shared infrastructure if it is
16 subject to these rules. CALSTART recommends either
17 explicitly excluding this equipment from the electric
18 vehicle definition or creating a parallel definition for
19 electric off-road equipment.

20 Thank you again for your continued dedication to
21 the clean transportation transition and consideration of
22 these targeted refinements. A well-calibrated reliability
23 framework will ensure that California's charging
24 infrastructure offers a safe, reliable, and high-quality
25 experience.

1 Thank you.

2 MR. YOUNG: Thank you.

3 I'd like to welcome Bill McGavern. Bill, please
4 approach the podium, spell your name, state any
5 affiliation, and then we welcome your comment on this item.
6 Welcome, Bill.

7 MR. MAGAVERN: Thanks very much, Chair Hochschild
8 and Commissioners. Bill Magavern, B-I-L-L M-A-G-A-V-E-R-N,
9 Policy Director with the Coalition for Clean Air, and here
10 this morning to support the adoption of this rule.

11 We are longtime supporters of transportation
12 electrification because it's one of the key tools that we
13 have to reduce the emissions that give California the worst
14 air pollution in the whole country and are also wreaking
15 havoc with our climate. And we see this measure as being
16 another key step forward, joining others that this
17 Commission has taken over the years to advance
18 transportation electrification.

19 I think a lot of drivers do see charger
20 reliability as one of the main impediments to their
21 successful adoption of EVs. I think that most EV drivers
22 have had the experience of pulling up to a charger and
23 finding that it's not in operation, which is an extremely
24 frustrating experience, and we need to make sure that this
25 transition works. And that's why the legislature has asked

1 the Commission to do this. Your staff have done a lot of
2 work over the years in a very deliberative public process,
3 and we urge you to adopt the measure today.

4 Thank you.

5 MR. YOUNG: Thank you.

6 Ryan McCarthy, please approach the podium. Spell
7 your name, state and affiliation, and we welcome your
8 comment.

9 MR. MCCARTHY: Thank you very much. Ryan
10 McCarthy here on behalf of Electrify America, R-Y-A-N
11 M-C-C-A-R-T-H-Y.

12 Thank you, Chair and Commissioners. I'm here on
13 behalf of Electrify America, who's the nation's largest
14 fully open hyperfast charge network with over 1,300
15 chargers across more than 275 locations in California.

16 We are here to express our support for the
17 proposed regulations. We especially appreciate the
18 leadership of Commissioner Skinner and the work of staff
19 throughout this process to balance stakeholder
20 perspectives, including concerns from the industry, and
21 create what we have here as a workable framework for
22 implementing AB 2061.

23 Coupled with the growing efforts of industry and
24 state investments, including those that will be discussed
25 later today to upgrade legacy chargers, the CEC in

1 California deserves credit for creating a wholistic
2 approach to improving charger access and reliability in
3 California.

4 Regarding the proposed standards, we especially
5 appreciate changes from previous proposals that streamline
6 data reporting and minimize the potential release of
7 confidential business information, remove SCAR as a metric,
8 which is an imperfect measure of reliability in the driver
9 experience, provide a glide path for implementation of the
10 OCPP requirements, and better align exclusions to account
11 for factors outside of the control of charging providers.

12 Still, we do not agree with every element of the
13 proposal. We have concerns over timelines for repair,
14 including in instances of serial vandalism, as well as
15 ongoing concern about data reporting and protecting
16 confidential information. However, we are confident that
17 we can work together on these issues with staff as the
18 rules get implemented.

19 We are all aligned in our efforts and our
20 commitment to expand access to charging in California and
21 ensure a reliable, seamless experience for the customer.
22 Inoperable chargers serve no one's interest, so we look
23 forward to continuing to work together collaboratively and
24 continue to look ahead to grow the market and advance our
25 shared goals.

1 Thank you very much.

2 MR. YOUNG: Thank you. If there are no further
3 commenters in the room, I'm going to transition to Zoom.

4 Renee Samson, we're opening your line. Please
5 unmute on your end, spell your name, state your
6 affiliation, and then we welcome your public comment.

7 MS. SAMSON: Hello. Renee Sampson, R-E-N-E-E
8 S-A-M-S-O-N, and I'm here on behalf of EVgo. Assuming you
9 can all hear me; correct?

10 MR. YOUNG: We can hear you.

11 MS. SAMSON: Great. EVgo would like to thank you
12 for the opportunity to provide comments today. We strongly
13 support the Commission's proposed reliability regulations
14 and commend the CEC and Commissioner Skinner for a
15 thoughtful process that meaningfully incorporated
16 stakeholder input.

17 The final draft strikes an effective balance
18 between robust reliability standards and practical
19 implementation. We especially appreciate the streamlined
20 reporting framework centered on uptime aligned with
21 existing funding programs and gives new standards like
22 SCAR, as previously mentioned, time to mature and be more
23 consistently adopted by the industry.

24 In addition, we support the exclusions for
25 scheduled maintenance and support proactive upkeep and

1 vandalism exclusions that reflect real-world operating
2 conditions. Overall, these improvements set a strong
3 foundation for improving charging reliability across
4 California.

5 We also want to take a moment to highlight that
6 reliability must go hand in hand with access. Ongoing
7 investment in infrastructure, especially through the Cal
8 EVIP programs, remains essential to expand the state's
9 public fast charging network. Simply put, more chargers
10 and more reliable chargers build driver confidence and
11 accelerate EV adoption.

12 We look forward to continued partnership with the
13 CEC on implementing both the regulation and the funding
14 programs.

15 Thank you.

16 MR. YOUNG: Thank you.

17 Kristian Corby, I'm opening your line. Please
18 unmute on your end. Spell your name, state any affiliation
19 and be welcome to comment.

20 MR. CORBY: Yes. Hello. My name is Kristian
21 Corby and I'm the -- or excuse me, it's spelled
22 K-R-I-S-T-I-A-N and C-O-R-B-Y. And I am the Deputy
23 Director at the California Electric Transportation
24 Coalition, also known as CalETC. And CalETC supports the
25 EVSE reliability and data sharing regulations and

1 recommends the Commission adopt them today.

2 We'd like to congratulate the Energy Commission
3 and staff for leading a collaborative and iterative effort
4 that resulted in these regulations. We believe the
5 regulation's success will be due to this effort. And I
6 encourage the Commission and staff to continue with this
7 collaboration in implementing the regulation, as I am sure
8 there will be some bumps in the road. The EV and EVSE
9 industries are motivated to and, indeed, are increasing the
10 reliability of the charging ecosystem. And we believe that
11 this regulation will bolster these efforts.

12 Finally, as data begins to roll into the Energy
13 Commission, CalEETC encourages you to consider what data can
14 be shared with the utilities, if that data can be shared by
15 utility service territory, and what location-specific data
16 can be shared. These data are critical for utilities to
17 effectively build out the grid as demand for EV charging
18 continues to grow.

19 Thank you for your continued support and
20 consideration of these comments.

21 MR. YOUNG: Thank you.

22 Now Skowron, I'm opening your line. Please
23 unmute on your end, spell your name, state any affiliation,
24 and we welcome your comment.

25 MS. SKOWRON: Hello, my name is Mal Skowron,

1 M-A-L S-K-O-W-R-O-N. I'm a Senior Policy Analyst for
2 Charging at Tesla, and I thank you for the opportunity to
3 provide comment today. I'm here to voice support for the
4 final draft of the proposed reliability regulations.

5 Tesla has engaged in this rulemaking since the
6 docket opened in late 2022. Commission staff have been
7 thoughtful in the modifications to the draft rule and
8 responsive to the input raised by Tesla and other
9 stakeholders over the last several years. We greatly
10 appreciate the work by staff and Commissioner Skinner to
11 focus the scope of the rulemaking on data that is directly
12 relevant to achieve its purpose of advancing reliability
13 for EV drivers in California.

14 I wish to highlight the following changes since
15 the January 2025 proposal.

16 First, we strongly support removing the
17 requirement to report session level utilization data for
18 public chargers. This change avoids the disclosure of
19 sensitive business information and meaningfully reduces
20 reporting burdens for network operators.

21 Second, we support focusing uptime reporting
22 obligations only to DC fast chargers that receive public
23 funding. This adjustment significantly reduces the volume
24 of data that networks and the CEC must handle, thus
25 reducing costs and the complexity of implementation.

1 Finally, we appreciate the clarification that
2 charging networks can set their own terms and conditions
3 for the requirement to provide real-time accessibility,
4 availability, and pricing data via API for publicly funded
5 chargers. These protections are essential to prevent
6 misuse and preserve information integrity.

7 Thank you to staff and Commissioner Skinner for
8 these thoughtful and pragmatic revisions. We look forward
9 to their inclusion in the final rule and support timely
10 adoption. Thank you.

11 MR. YOUNG: Thank you.

12 Justin Wilson, I will now opening your line.
13 Please unmute on your end, spell your name, state any
14 affiliation and provide your comment.

15 MR. WILSON: Good morning and thank you. For the
16 record, my name is Justin Wilson, that is J-U-S-T-I-N
17 W-I-L-S-O-N. I'm here today on behalf of ChargePoint.

18 ChargePoint is a California company providing EV
19 charging hardware for all use cases from residential to DC
20 fast charging. Additionally, we provide world-class
21 software for owners and operators of charging stations and
22 for drivers to locate and initiate charging sessions.
23 ChargePoint supports the adoption of these record-keeping
24 and reporting reliability and data sharing regulations as
25 proposed today.

1 I'd like to echo the thoughts of many of my
2 colleagues in the industry and commend the staff and the
3 Lead Commissioners on the development of these rules and in
4 particular, their interactions with industry.

5 As we started this process more than two years
6 ago, it kicked off with a robust dialogue with industry and
7 EV drivers to understand the challenges facing real-world
8 drivers, and to work together to develop these regulations
9 to move the entire industry forward.

10 Throughout the process, the CEC staff and
11 leadership have been responsive to questions and concerns
12 as demonstrated by what you've heard today. Additionally,
13 the staff have developed a deep understanding of the
14 technical capabilities and limitations within the industry
15 currently.

16 The regulations you have before you today are the
17 appropriate balance of strategies to ensure the reliability
18 of the charging network with business considerations of EV
19 charging operators and networks. With the adoption of
20 these regulations today, we're hopeful for the continued
21 partnership with the CEC as we work to implement these and
22 iron out any challenges that we may have in the future
23 implementation.

24 Thank you for your time today. And again,
25 ChargePoint is supportive of these regulations as before

1 you today.

2 MR. YOUNG: Thank you.

3 Sam Vercellotti, I'm opening your line. Please
4 unmute on your end, spell your name, state and affiliation,
5 and we welcome your comment.

6 MR. VERCELLOTTI: Thank you. Hello, everybody.

7 My name is Sam Vercellotti, S-A-M V, as in Victor,
8 -E-R-C-E-L-L-O-T-T-I. I'm here today on behalf of Terawatt
9 Infrastructure, where I'm the Policy Director.

10 We support the regulation in its current form and
11 really appreciate the work of Commissioner Skinner, CEC
12 staff, and all those who are involved in the stakeholder
13 engagement process. We found it to be quite robust and
14 engaged with staff very frequently throughout the lifecycle
15 of the regulatory process here.

16 Most of all, we appreciate the thoughtful
17 exemption for shared and private commercial fleet charging
18 sites, where charging is guaranteed -- where, rather,
19 uptime is guaranteed by the use of a contract. This is a
20 nascent and emerging model of charging infrastructure, and
21 we found that staff worked really hard to ensure that they
22 fully understood our business model and the concerns that
23 we brought before the Commission.

24 We would like to say that we also look forward to
25 working with staff going forward in the implementation of

1 this regulation to ensure that it balances consumer
2 protection with administrative burden reduction and cost
3 reduction for charging station operators during a time when
4 we are facing historic headwinds, including those
5 articulated by our friend from Bloomberg earlier.

6 I'll conclude with a third and final thank you to
7 Commissioner Skinner, especially, and her staff, and we
8 look forward again to working with you all going forward.

9 Thanks.

10 MR. YOUNG: Thank you.

11 Noah Sylvan, I'm opening your line. Please
12 unmute on your end, spell your name, state any affiliation,
13 and we welcome your comment.

14 MR. SYLVAN: Hi, my name's Noah Sylvan, N-O-A-H
15 S-Y-L-V-A-N. I'm the head of product management for Xeal
16 Energy. Thank you for the opportunity to provide comments
17 today. Xeal supports the CEC's effort to improve the EV
18 charger user experience through the proposed reliability
19 regulations.

20 At Xeal, our company was founded by a group of
21 individuals who were also frustrated with no charge events
22 and sought solutions to address the issue of reliability in
23 all environments.

24 Today, Xeal's charging infrastructure operates
25 without relying on a constant internet connection, the

1 leading cause of downtime across the industry. Instead,
2 users are provided secure app-based tokens that can
3 authorize charging sessions via a charger and app on the
4 phone with or without internet connectivity present. This
5 enables chargers to operate reliably in any location,
6 including those where connectivity upgrades are too
7 expensive or simply limited or unavailable for either the
8 user or the charger, such as parking structures,
9 multifamily communities, and rural areas which supports 100
10 percent uptime, a seamless user experience.

11 While we understand and appreciate the Level 2
12 charging infrastructure is currently excluded from this
13 version of the regulation, we look forward to continued
14 collaboration with the CEC and staff on future updates. In
15 particular, we look forward to working together to expand
16 the definition of network chargers to include technologies
17 like Bluetooth and near-field communication protocols to
18 both improve charging infrastructure reliability and allow
19 equitable access to state and local funding programs.

20 Thank you again for the opportunity to comment.

21 MR. YOUNG: Thank you.

22 Kelsey Johnson, I'm opening your line. Please
23 unmute on your end, spell your name, state your
24 affiliation, and we welcome your public comment.

25 MS. JOHNSON: Thank you. Good morning, everyone.

1 My name is Kelsey Johnson, K-E-L-S-E-Y J-O-H-N-S-O-N, here
2 today on behalf of Rivian. Rivian is an all-electric
3 American automaker headquartered here in California, as
4 well as a charging network provider of the nationwide DC
5 fast charging Rivian Adventure Network.

6 So first, good morning, Commissioners, and thank
7 you for the opportunity to comment.

8 First, we'd like to focus on thanking the CEC
9 staff and Commissioner Skinner for their hard work on this
10 important regulation over the past few years and
11 incorporating industry feedback. We strongly believe that
12 ensuring a reliable charging experience is critical to
13 enabling and maintaining scalable EV adoption in California
14 and elsewhere.

15 Secondly, although the regulation as currently
16 written will require significant ongoing collaboration
17 between the CEC and industry in order to implement it in a
18 way that achieves the CEC's goals, we do encourage the CEC
19 to finalize the regulation today. This is largely due --
20 this is largely in order to provide industry with clarity
21 on the compliance requirements, especially given the number
22 of live funding opportunities the CEC is currently rolling
23 out, including the industry leading CAleVIP program.

24 Thank you for the opportunity to comment, and we
25 really look forward to continuing to work with staff on

1 bringing this important regulation to life.

2 MR. YOUNG: Thank you.

3 Kinshuk Chatterjee, I'm opening your line.

4 Please unmute on your end, spell your name, state and
5 affiliation, and we welcome your public comment.

6 MR. CHATTERJEE: Hi, my name is Kinshuk
7 Chatterjee. First name is K-I-N-S-H-U-K. Last name is
8 C-H-A-T-T-E-R-J-E-E. I'm speaking on behalf of the Center
9 for Sustainable Energy, or CSC. We're a national nonprofit
10 based in California that manages clean transportation and
11 distributed energy programs, including the CALeVIP program
12 on behalf of the Energy Commission.

13 CSC supports the regulations, and I'd like to
14 thank all the Commissioners and their staff for their work
15 in developing these regulations over the course of several
16 years now.

17 I'd like to reiterate a couple key points from
18 our comments that have been filed to the docket.

19 First, we recommend the Energy Commission develop
20 robust enforcement mechanisms to ensure compliance with the
21 reporting requirements. As part of our implementation of
22 CALeVIP, CSC has experienced a lot of challenges in
23 receiving accurate data reports. We have seen about 16
24 percent of chargers funded under CALeVIP that currently
25 report reliability data, even though that information is

1 explicitly required as a condition of receiving grant
2 funding. We really believe enforcement measures including
3 financial penalties can help improve this percentage of
4 reporting compliance.

5 Second, we reiterate the importance of EV
6 infrastructure utilization data in addition to reliability
7 data. In particular, we feel that session and interval
8 data is really necessary to understand charging behavior
9 across locations and charger use cases, and that it can
10 also really strongly influence and inform the Energy
11 Commission's grid planning processes.

12 Third, I'd like to recommend the Energy
13 Commission develop a clear data management strategy to
14 essentially operationalize all the information that's going
15 to be collected. Specifically, we highlight the role of
16 tools like public dashboards, which can track reliability
17 across state and regional levels thereby facilitating
18 reliability assessments, and can also be used to notify
19 drivers of real-time charger accessibility. So we really
20 strongly recommend those tools.

21 That's it for my remarks. Thank you again,
22 staff, and thanks for the opportunity to provide comment.

23 MR. YOUNG: Thank you.

24 Alexia Melendez-Martino, I'm opening your line.
25 Please unmute on your end, spell your name, state any

1 affiliation, and we welcome your comment.

2 MS. MELENDEZ MARTINEAU: Hello.

3 MR. YOUNG: Alexia?

4 MS. MELENDEZ MARTINEAU: Hello. Can you hear me?

5 MR. YOUNG: I can hear you. Go ahead.

6 MS. MELENDEZ MARTINEAU: Thank you, hello. My
7 name is Alexia Melendez-Martino, A-L-E-X-I-A
8 M-E-L-E-N-D-E-Z M-A-R-T-I-N-E-A-U. Thank you for the
9 opportunity to comment here today. I'm a Senior Policy
10 Manager with Plugin America. Plugin America is an EV
11 education and advocacy organization that was founded in Los
12 Angeles and now represents EV drivers across the country.

13 We're commenting today in strong support of the
14 regulations and we'd like to thank the Commission staff and
15 Commissioner Skinner for your leadership and extensive time
16 and effort on these regulations. We also appreciate the
17 continued engagement process with stakeholders to ensure
18 strong regulations that are practical, effective, and
19 extremely timely.

20 Plugin America conducts regular surveys of EV
21 drivers to understand their experiences with EVs and with
22 charging infrastructure. And overall, EV drivers love
23 their vehicles and we're encouraged by this year's surveys
24 results, which demonstrate that charging availability is
25 increasing across the state.

1 Charging reliability, however, remains a concern
2 for EV drivers. So we look forward to these regulations to
3 improve reliability in California to continue to drive
4 overall improvements in the EV experience and provide
5 further confidence in driving an electric.

6 On behalf of EV drivers, we respectfully request
7 that you adopt these regulations. Thank you again to staff
8 and to the Commissioners for your leadership and your time
9 to comment here today.

10 MR. YOUNG: Thank you.

11 That concludes the folks that are online. I'm
12 now going to come back to the room.

13 Claire Zuma, please approach the podium, spell
14 your name, state your affiliation, and we welcome your
15 comment.

16 MS. ZUMA: Hi. My name is Claire Zuma,
17 C-L-A-I-R-E Z-U-M-A. I'm a consumer member of the public,
18 no other affiliation, and I wasn't planning to comment on
19 this, but I realize I'm very much in support of this idea
20 that we would do all these things with these companies.

21 And I have -- the reason I'm speaking now is
22 because I realized that I haven't participated as a member
23 of the public. And I hope that when this information is
24 examined from all these kinds the data that's collected,
25 that they also look at the fees they charge when you go to

1 fuel an EV vehicle pre-charge.

2 And things I wasn't expecting the last time I
3 rented an EV to drive long distance from Sacramento to
4 Cloverdale, where my mom is in an assisted living place, I
5 went to charge my vehicle because down the street from
6 where she is, there's a great charging system there, and my
7 credit union called me because it had created this huge
8 charge. And they go, do you know who this is? And I go,
9 no, and it was on a weekend and stuff. And I don't keep my
10 banking on my phone or anything. I'm really low income and
11 I rent vehicles. And they go, well, we're going to put a
12 freeze on these things and we're not going to let you.

13 And I didn't even realize what it was. It was
14 the charging thing, the particular brand or, you know, I
15 don't know what you call the company, there's different
16 charger companies, right, and so they put a hold on that.
17 I'm like, no, no, don't do that. Wait until the end of the
18 day or something. Let me get home.

19 But these things are not obvious. We don't
20 expect this, especially as a low-income person to have this
21 like huge pre-charge. When you go to the gas station, you
22 don't get this huge pre-charge when you get gas. So I hope
23 that that can be included somehow. Thank you very much for
24 listening.

25 MR. YOUNG: Thank you.

1 Julie Litchewski, please approach the podium.
2 Spell your name, state and affiliation, and we welcome your
3 public comment.

4 MS. LITSCHEWSKI: Good morning, Julie Lachewski,
5 J-U-L-I-E L-I-T-S-C-H-E-W-S-K-I, speaking on behalf of the
6 Electric Vehicle Charging Association, commenting today in
7 support of adopting these regulations.

8 We'd like to first start with thanking CEC
9 leadership and staff for the depth of work that's gone into
10 this rulemaking. We recognize the complexity of these
11 issues and really appreciate your continued engagement with
12 stakeholders throughout this entire process.

13 The added flexibility around vandalism-related
14 downtime in particular is a meaningful change. And we
15 really appreciate that this feedback was heard and
16 incorporated into the regulations.

17 As these rules are adopted, we do want to briefly
18 reiterate a few remaining concerns, supplementing our
19 submitted written comments. These include the continued
20 requirement for third-party data sharing, including pricing
21 information without enforceable terms of use, the mismatch
22 between quarterly reporting and the annual service level
23 standard, and the inclusion of data fields that exceed
24 what's necessary to assess charger reliability.

25 We urge consideration of a centralized hub and

1 spoke model for third-party data access, which would reduce
2 implementation costs and protect data integrity.

3 We recommend clarifying the definition of pricing
4 structure to avoid disclosing competitive strategy and
5 allowing more flexibility in how downtime exclusions are
6 documented, especially where the reporting entity is not
7 the site host.

8 These requirements would help streamline
9 compliance while preserving the Commission's goals for
10 transparency and performance. We remain committed to
11 continuing to work with the CEC post adoption to continue
12 refining these regulations based on feedback from
13 implementation.

14 Thank you again for driving this critical
15 component of California's clean transportation goals.
16 Again, in support of adopting these regulations and look
17 forward to continuing to work with the CEC.

18 Thank you.

19 MR. YOUNG: Thank you.

20 Chair, that concludes public comment on this
21 item.

22 CHAIR HOCHSCHILD: Okay, well, thank you
23 everyone. And I just want to say before we go to
24 Commissioner discussion, that we opened the meeting talking
25 about grid reliability and we focused on that and really

1 made that issue move to a better place. And now, you know,
2 we're turning to charger reliability. And this is a big,
3 big milestone.

4 And I just really want to begin by thanking
5 Commissioner Skinner and the whole team put this together.
6 Obviously a lot of stakeholder engagement.

7 So over to you, Commissioner.

8 COMMISSIONER SKINNER: Thank you, chair.

9 And thank you, Dustin, for the presentation and
10 thank -- I want to especially thank all of the FTD staff,
11 all the FTD staff, but especially those who worked on it.
12 This has been a number of years in the making, a good
13 number of years, and it's been a main focus of FTD's,
14 especially this last say nine month period.

15 But again, I want to thank Dustin, which I did,
16 John Horn, Taylor Marvin, Claudia Eyzaguirre, Jessica
17 Keating, Mike Nicholas, Michael Doha (phonetic), and at
18 our -- amongst our legal team and our CCO, of course our
19 legal team was of great help, but also Rachel Schwind,
20 David Sakai, and Ralph Lee. And I'm sure there are
21 probably people I forgot. So my apologies, but I do thank
22 everyone who has been involved in this.

23 And the stakeholders, as we heard from, we heard
24 a good amount of public testimony so far. And I think that
25 this was one of those situations. And I think the CEC

1 overall always strives for this, where we, through the
2 public comment period -- you know, regulations or the poll
3 process is very prescribed, but through the different
4 periods of comment and such and workshops and engagement,
5 we really did work hard to understand where the industry
6 was at and what we needed to do to address reliability,
7 which is so important for our consumers and so important to
8 our meeting the goals of EV adoption. Because if there is
9 a sense of unreliability, then it's going to be harder for
10 people who haven't yet gone to an EV to go there.

11 So we really worked hard, and I think it was
12 expressed in these public comments, to understand the
13 industry and to strike the right balance of a reg that can
14 improve, can give us the reliability to, you know, improve
15 the reliability and yet not overly burden what is a nascent
16 industry. And overly burdening a nascent industry can
17 cause a lot of additional costs, which of course would be
18 passed on to the consumer.

19 And one of the benefits of EV ownership now is,
20 independent of what you think of California's electricity
21 rates, it is still cheaper for you to charge your EV than
22 to have a gas car, than to put in gas and overall
23 maintenance, it is way cheaper. But we wanted to make sure
24 that what we did in improving reliability didn't unduly
25 increase costs either to the operator or to the consumer.

1 And also we're kind of learning as we go. So
2 while these regs, we first started the process, like say in
3 2022, you, you know, look how many more EVs are on the
4 road, look how many more chargers are installed.

5 And additionally, overall, the reliability of our
6 EV chargers is much better than it was when this
7 legislation was passed that set us on this path. UC Davis
8 and the CEC, we gave a contract to UC Davis to go out there
9 and field test these chargers. And what they found was
10 that there is 96 percent reliability amongst the public --
11 or the Level 1 chargers -- or Level 2, excuse me, Level 2
12 chargers. Level 1 are just plugging into the wall, but the
13 Level 2 chargers that most of us would use in a public
14 setting or in a workplace setting, 96 percent reliability.

15 And with that data, that gave us the confidence
16 to not necessarily put these regs now on that form of
17 charger. And the benefit of that, I mean, some people
18 might say, well, why don't we need reliability in Level 2?
19 Of course we do. But a Level 2, because a car is going to
20 be at it for a longer period of time, less cars overall are
21 going to use a Level 2.

22 So if you put a lot more cost onto a Level 2
23 charger, then of course the cost, and right now they're so
24 affordable, the cost to the consumer is going to go way up.
25 And we didn't want to do that. And we also had the data

1 that showed that Level 2 chargers had high reliability.

2 Now, of course, with any reg, we can always
3 revise in the future if we see any type of trend where
4 Level 2 start not being reliable. But for the moment, the
5 UC Davis study also showed that amongst our installed DC
6 fast chargers, the reliability was lower. It was in the 91
7 percent. Now, 91 percent is still better than the
8 perception. However, we don't want 91 percent. We want to
9 get close to 100.

10 So that's why our regs, we've revised them as the
11 comments have mentioned to focus on the DC fast. And
12 already by the, as Dustin pointed out, the legislation
13 limits these reliability regs to those that are publicly
14 funded or ratepayer, publicly meaning like funds that come
15 from the CDC, funds that may come from CARB, funds that may
16 come from air districts or local governments for that
17 matter, or funds that come from a ratepayer source.

18 So it's already a limited number of chargers, but
19 we feel very confident that while these regs don't affect
20 every single charger, that they affect pretty much all the
21 charger operators. And that if you set standards like
22 this, we will knock on wood that our operators will apply
23 them to all chargers and, thus, we will get the type of
24 reliability that we're really looking to.

25 With the growth of the number of EVs on

1 California roads, and we're hoping and expecting an
2 increased growth in this next quarter report that we're
3 going to get, we know that we need more charger
4 installation. And now by adopting these standards, if we
5 do today, then we also know that we're setting standards
6 that hopefully all the chargers installed from this point
7 on will follow and that, again, we'll have that much more
8 confidence of our EV drivers that they'll be -- not only be
9 able to find a charger when they need one, but it will be
10 reliable.

11 Now, let me go to that point. We were talking a
12 lot about reliability. But as Dustin pointed out, these
13 regulations also collect some very important data and will
14 give the CEC the ability to have for the first time a
15 really comprehensive inventory of the installed chargers in
16 the state. And that data collection goes to all chargers
17 that are not in a residence. So it is not just the
18 publicly funded ones.

19 And it also includes the ability to have third-
20 party data sharing. And the benefit of that is those of us
21 who are EV drivers, we know that we commonly use different
22 apps or websites to find a charger. Now, if the
23 information is not widely shared, then -- or publicly
24 available, then that charger is not going to show up and we
25 won't know that it exists. So this way, these regulations

1 are also going to empower us to have that inventory and to
2 get that more publicly accessible information. So it's
3 just going to improve the overall EV driver experience in
4 California.

5 And we're seeing a lot more investment by private
6 sector players in installing chargers. Now, any that they
7 install that we have not provided public funds to don't
8 necessarily have to follow these regs. But the good news
9 is the type of investments that we are seeing from those
10 private companies are companies that are committed to
11 improving the customer experience and committed to the
12 reliable operation of their chargers. And, of course,
13 those of those companies that have received funds from us
14 do have to comply with the chargers that they have received
15 funds.

16 So as our Chair asked and Dustin pointed out,
17 with this action, California will become the first state in
18 the nation to adopt reliability and reporting regulations.
19 And, again, we are laying the foundation for EV charging
20 station reliability across the nation. And we demonstrate
21 that California, even in the face of these ridiculous
22 federal headwinds and attacks, that we continue to be the
23 leader in zero emission transportation, thanks to our
24 governor, thanks to our legislature, thanks to the
25 Commission, thanks to our other state agencies and thanks

1 to California residents who believe in this.

2 So with a more reliable public charging network
3 and an expanded public charging network and increasing EV
4 ownership, which we are seeing, we know that this has going
5 to clean our air, which California needs, but also bring
6 the affordability, the convenience and the lower
7 maintenance benefits of EV ownership to that many more
8 Californians.

9 And I'm very, very proud of our staff and very
10 pleased that these are here before us today.

11 CHAIR HOCHSCHILD: Drop the mic. That was great.
12 Well, thank you again, Commissioner, for your amazing
13 leadership and that of the team, and that of Commissioner
14 Monahan before you for working on this. It's been a long
15 journey to get here and I think a really great milestone.

16 What that, we'll go to Commissioner discussion.
17 Vice Chair, please.

18 VICE CHAIR GUNDA: Yeah, thank you, Chair.

19 I also really appreciate, Commissioner Skinner,
20 your comments.

21 I want to thank Dustin for the presentation. And
22 I think as Commissioner Skinner noted, this has been, you
23 know, long-term work. And I just want to acknowledge, you
24 know, the former Commissioner Patty Monahan and all the
25 staff that, you know, as they move in and out of the

1 agency, the work that they've done.

2 I think it's the -- this particular effort is in
3 the spirit of the data transparency and public awareness as
4 a central theme of this transition work that CEC is doing.
5 So I think, you know, just really grateful for this work.

6 I also want to just uplift, Chair, your -- Hannon
7 Rasool, the Deputy Director of the FTD.

8 And Commissioner Skinner. These efforts in the
9 conclusion are a good way to say thanks, but I know the
10 process and the effort that needs to go in. So I just
11 wanted to give a big kudos to your continued leadership and
12 thank you for moving this forward.

13 I also want to just thank Taylor Marvin and
14 Jeffrey Lu for their efforts. And I think they have been a
15 consistent presence on moving this problem forward.

16 As a part of the electric reliability, the
17 petroleum efforts that we are seeing in this, I just want
18 to make a couple of connections as a policy that we need to
19 think through.

20 I think central to this phase of work that we are
21 calling mid transition of the system, you know, the
22 petroleum system and the legacy system is continuing to
23 decline in California. But as we just saw from BNEF
24 presentation in the conversation today, the ability to
25 manage adaptively and carefully the transition away from

1 the legacy system really hinges on our ability to have the
2 alternate clean system to grow and be reliable.

3 And I think the three points that we need to
4 continue to work through is, you know, how do we retain
5 consumer confidence as these clean energy alternatives are
6 being developed that they are reliable and affordable? And
7 to that point, you know, using everything in a toolbox to
8 continue to support the development of the alternate clean
9 energy system that we are working on now.

10 Second central to the discussion is also investor
11 confidence. You know, how do we make sure that the
12 investors feel California is a good place to invest money
13 and take risks so that, you know, those markets have long-
14 term viability and growth? So I think it's an important
15 piece that we need to think through.

16 Also recognizing that this is an ecosystem that
17 we are talking about, not, you know, charger infrastructure
18 or EV manufacturing or -- all these pieces are connected
19 and we need to think about the system as a whole to be
20 viable and we can adaptively manage this.

21 And finally, as we continue to make progress on
22 the alternatives that we are working towards, the grid
23 reliability and affordability are central to this
24 conversation. And as a part of electrification of
25 vehicles, and also buildings and heat pumps we talked about

1 earlier, we need to double down on the demand side work to
2 make sure all of this is working together.

3 One of the pieces that I continue to work on is
4 the planning and analysis for the electric grid and the
5 demand forecasting. This data would be really helpful for
6 those elements.

7 So overall, you know, big kudos to the team for
8 sustained effort on this and bringing this today to the
9 Commission. Look forward to supporting it.

10 CHAIR HOCHSCHILD: Thank you.

11 Any other --

12 COMMISSIONER MCALLISTER: Yes.

13 CHAIR HOCHSCHILD: Commissioner McAllister.

14 COMMISSIONER MCALLISTER: Great. Well, thanks.
15 I agree with everything that's been said. Thanks, Vice
16 Chair.

17 And kudos to FTD. You know, historically FTD
18 hasn't done that many rulemakings and I think this is a
19 complex and a big lift and I really want to just give kudos
20 to them for developing that muscle and strengthening it.
21 More to come there from the Division, so thanks,
22 Commissioner Skinner, for your leadership.

23 So I think this is a great example of flexibility
24 in two ways, right, where we need load flexibility on the
25 electrified transportation enterprise that we're engaged in

1 and leading, so that flexibility we absolutely need, but
2 also process and outcome flexibility in terms of being
3 responsive to industry needs, listening to stakeholders,
4 adapting our approach in response to that listening. And I
5 know, you know, that's been, I think, my experience
6 overseeing a lot of rulemakings in the Efficiency Division.
7 And that really does help build trust with industry and
8 then following through with the commitments that we make
9 along the way is equally important.

10 So I think there's a great case of being flexible
11 and, you know, just keeping ground truthed and informed
12 with data along the way and we get better outcomes that way
13 and we get more streamlined implementation.

14 So along those lines, just thanks to UC Davis for
15 their contribution to all this. It was great to have that
16 partnership with the academicians helping improve outcomes.

17 Leading in any area and getting out ahead of, you
18 know, creating something new that's different from the
19 status quo, you know, it does require visibility into
20 evolving markets. And so as we move markets, you know, for
21 electric vehicles, for, you know, a range of transportation
22 options in many, many areas, including buildings and
23 efficiency, that's kind of -- it has to be part of our plan
24 for achieving success is getting the right information in
25 the Commission so that we can make good decisions and that

1 we can be adaptive. So I think, again, this is a great
2 example of that.

3 So, you know, we want to be able to do the right
4 thing and that requires information. And so I just think
5 that the data collection here and what led up to this
6 regulation is both the data collection in the process and
7 what will come in the future are really key to California's
8 success.

9 And I really just appreciate, Commissioner
10 Skinner, you're finishing the work that Commissioner
11 Monahan started and just getting it to finish line, so
12 thanks to you.

13 CHAIR HOCHSCHILD: Thank you.

14 Commissioner Gallardo.

15 COMMISSIONER GALLARDO: Thank you, Chair.

16 I also want to give thanks to Dustin and the rest
17 of the FTD team for all their hard work, CCO for the
18 contribution support, and also to former Commissioner Patty
19 Monahan, current Commissioner Skinner. And Commissioner
20 Skinner, thank you for your leadership even before you got
21 to the Energy Commission. I feel like you're fulfilling
22 all this action with all that policy that you did.

23 COMMISSIONER SKINNER: (Indiscernible.)

24 COMMISSIONER GALLARDO: Exactly, so that's
25 incredible.

1 I wanted to make a point that we had the EPIC
2 Symposium yesterday. It went really well. Congratulations
3 to that team. And during those sessions, there was a lot
4 of talk about not just consumer confidence but community
5 trust and the types of investments we're making in
6 infrastructure and whatnot. And I think this type of work
7 with the focus on reliability will help increase that trust
8 from the community.

9 So I wanted to uplift that and just commend you
10 again, Commissioner Skinner, for strategizing and figuring
11 out the mechanisms to help make that happen, so thank you.

12 CHAIR HOCHSCHILD: Well, just to bring us home,
13 you know, I just wanted to pause and note, there are these
14 moments where I feel like all the strands of our work kind
15 of intertwine. And, you know, people aren't going to buy
16 electric vehicles or go to chargers if the grid is not
17 reliable. You know, all the equity work that we've been
18 engaging and lifting up, you know, improving air quality
19 benefits from this.

20 This has a nexus, as well, with our zero-emission
21 vehicle manufacturing. We just pushed out, you know, \$64
22 million of grants to promote more EV manufacturing in
23 California. I've visited an amazing company, Harbinger, in
24 L.A. last week that's doing that. And, you know, as we get
25 smarter and smarter with these things, there's many things

1 we can do to go on load flexibility.

2 And it connects, as well, with the battery hub
3 that we just funded at our meeting last month. And so all
4 these things kind of tie together in a good way.

5 And I just want to highlight, I drove to L.A. for
6 these meetings last week. I decided to go by EV because I
7 wanted -- I went down the 5 and I wanted to stop. I
8 stopped at every single company's chargers, EVgo, Electrify
9 America, Tesla, and so on, and everything worked,
10 everything was available. And I came back the 101, same
11 experience. So the driving experience has definitely
12 improved.

13 I do think, you know, early on with these
14 technologies, there are hurdles. A lot of the equipment
15 that gets installed is not the best stuff, the first gen,
16 and we're working through that. It really is getting
17 better.

18 And looking ahead, and I'll close with this, you
19 know, the reason I think EVs are going to win, I think
20 they're going to win in every market segment, is because
21 battery energy density is getting better every year, about
22 three to five percent every single year, okay? And fast
23 charging now, CATL in China has tech that you can charge
24 323 miles in five minutes, okay? BYD can do 262 miles in
25 five minutes. That's coming. And so really that's the

1 only difference that remains between the gas station
2 experience and EV charging, and we're going to get there.

3 But this is a big milestone on a journey. I just
4 want to thank you, Commissioner, for the amazing work and
5 that of your team.

6 And with that, I would welcome a motion on item
7 eight.

8 COMMISSIONER SKINNER: Thank you. So moved.

9 CHAIR HOCHSCHILD: Is there a second from
10 Commissioner McAllister?

11 COMMISSIONER MCALLISTER: Second.

12 CHAIR HOCHSCHILD: All in favor, say aye.

13 Commissioner Skinner?

14 COMMISSIONER SKINNER: Aye.

15 CHAIR HOCHSCHILD: Commissioner McAllister?

16 COMMISSIONER MCALLISTER: Aye.

17 CHAIR HOCHSCHILD: Vice Chair Gunda?

18 VICE CHAIR GUNDA: Aye.

19 CHAIR HOCHSCHILD: Commissioner Gallardo?

20 COMMISSIONER GALLARDO: Aye.

21 CHAIR HOCHSCHILD: And I vote aye as well. That
22 passes unanimously. Congratulations.

23 All right, we'll turn now -- I think we're going
24 to skip Item 9e for now, move to Item 10. And colleagues,
25 if it's okay with you, I thought we'd fast forward to get

1 to at least like 12:45 before we break for lunch, because
2 we have so many items to blast through here.

3 So we'll turn now to Item 10, Electric Vehicle
4 Charger Reliability and Accessibility Accelerator Program.

5 And I welcome Brittani Gallagher to present. Is
6 Brittani here virtually or in person?

7 MS. GALLAGHER: Hello. I'm virtual.

8 CHAIR HOCHSCHILD: Yeah, okay. Go ahead.

9 MS. GALLAGHER: Thank you. Good afternoon, Chair
10 Hochschild, Vice Chair Gunda and Commissioners. My name is
11 Brittani Gallagher and I'm in the Fuels and Transportation
12 Division. Today, I'm proud to be presenting the proposed
13 awards for the Electric Vehicle Charger Reliability and
14 Accessibility Accelerator Program, or EVC RAA for short.

15 Next slide, please.

16 Before presenting the projects for your approval,
17 I'll provide some background about the EVC RAA program.

18 The Federal Highway Administration or FHWA
19 developed EVC RAA through a 10 percent set aside of funds
20 from the National Electric Vehicle Infrastructure Program,
21 known as NEVI for short. FHWA created EVC RAA to improve
22 the reliability of existing EV charging infrastructure by
23 repairing or replacing non-operational charging ports and
24 bringing charging stations into compliance with the NEVI
25 standards. This includes ensuring that each charging

1 station has at least four NEVI compliant ports upon project
2 completion.

3 Caltrans submitted an application to the FHWA for
4 EVC RAA funding in November 2023 and was subsequently
5 awarded \$63.7 million in January 2024. The funding is
6 expected to cover at least 1,302 ports. Similar to the
7 NEVI program, Caltrans is partnering with the CEC to
8 administer EVC RAA.

9 Next slide, please.

10 The CEC released the EVC RAA solicitation in
11 October of 2024 and made approximately \$59.5 million
12 available to repair or replace non-operational EV chargers
13 and bring charging stations into compliance with the NEVI
14 standards. Per FHWA requirements, the charging stations
15 eligible for the solicitation were limited to those on the
16 FHWA's eligibility list for the program.

17 On June 6th, 2025, staff announced three proposed
18 awards and we are bringing two of those agreements to you
19 for approval today. The third one will come to you for
20 approval at a future meeting. These first two EVC RAA
21 awards total approximately \$4.24 million in federal funds
22 and \$3.77 million in private match.

23 Across the two project agreements, a total of 30
24 existing charging ports will be replaced and 30 new direct
25 current fast charger ports will be installed to meet the

1 NEVI requirements. In total, these projects will equip 15
2 charging stations throughout California with four NEVI
3 compliant DCFC ports that are capable of providing a
4 minimum of 150 kilowatts of power each.

5 Next slide, please.

6 The agreements before you for approval today are
7 for EVgo and Electrify America.

8 EVgo will be replacing 19 existing non-
9 operational charging ports and installing 17 new DCFC
10 charging ports to meet the four port minimum required by
11 NEVI. Eight of the ports they are replacing are existing
12 Level 2 ports that need to be upgraded to DCFC ports that
13 can provide at least 150 kilowatts of power each to meet
14 the NEVI requirements.

15 Electrify America will be replacing 11 existing
16 non-operational DCFC charging ports and installing 13 new
17 DCFC charging ports to meet the four port minimum required
18 by NEVI.

19 The map on this slide depicts the location of the
20 projects with each pin representing a charging station
21 funded through these agreements.

22 Next slide, please.

23 Improving the reliability of EV charging
24 infrastructure is essential to increasing EV adoption.
25 These projects help address this by replacing existing non-

1 operational ports. Additionally, the projects must comply
2 with the NEVI standards, which provides requirements for
3 reliability and uptime.

4 As EV charging infrastructure in California
5 becomes more reliable, EV adoption will be accelerated,
6 which will also lead to a reduction in emissions.

7 Next slide, please.

8 Finally, staff recommends the Commission approve
9 these two agreements and adopt staff's recommendation that
10 these agreements are exempt from CEQA.

11 With that, this concludes my presentation and I'm
12 happy to answer any questions you have. Thank you.

13 CHAIR HOCHSCHILD: Thank you so much.

14 We'll go to public comment on Item 10.

15 MR. YOUNG: The Commission now welcomes public
16 comment on Item 10.

17 If you are in the room, please use the QR code
18 posted in the back or visit the public advisor table in the
19 back of the room. If you are on Zoom, click the raise-hand
20 feature on your screen. And if you're on the phone, press
21 star nine to raise your hand.

22 There are no public commenters in the room. I'll
23 transition to Zoom.

24 That concludes public comment on this item.
25 Chair, back to you.

1 CHAIR HOCHSCHILD: Thank you.

2 We'll go to Commissioner discussion, starting
3 with Commissioner Skinner.

4 COMMISSIONER SKINNER: Thank you again, Chair.

5 And thank you, Brittani, for that presentation.

6 We just did our great reliability regs. And of
7 course, this is when we talked about, you know, our UC
8 Davis field studies show that there's really much improved
9 reliability amongst our charger network. However, there
10 are some that were installed, you know, first generation
11 that are not still working. And this good program is going
12 to let us replace a bunch of those. So that is so
13 important. And, of course, reliability regs for ones that
14 were installed a long time ago, aren't going to help.
15 What's going to help is replacement, get those out of here,
16 and that's what this EVC RAA is going to do.

17 Now, as Brittani mentioned, we are proceeding
18 with these projects and hopefully our Commission will adopt
19 them, even though we don't yet have FHWA, the feds,
20 resuming the funding. So it's looking very good, but we
21 want to be just ready to go, so we're moving forward and
22 looking forward to our feds resuming the obligations and
23 releasing the funding.

24 So with that, I hope that we will move forward.

25 CHAIR HOCHSCHILD: Okay. Let's go to

1 Commissioner McAllister.

2 COMMISSIONER MCALLISTER: Yeah, really quick.

3 So I want to just, you know, commend staff and
4 Commissioner Skinner for just being really ready to go when
5 the funding comes in, you know, assuming that it does, and
6 obviously fingers crossed.

7 But I wanted to also point out that this isn't
8 just sort of replacing and fixing and expanding Level 2
9 charging. It actually is installation, converting --

10 COMMISSIONER SKINNER: Yes.

11 COMMISSIONER MCALLISTER: -- some of those into
12 DC fast chargers. And that sort of explains the sort of
13 unit cost here, because that is a much more expensive
14 endeavor than just sort of fixing Level 2 chargers and, you
15 know, requires a lot more capacity and just making sure
16 that you can handle that capacity. So that's a much more
17 significant install.

18 So this isn't, you know, just about sort of
19 status quo and making sure it works, but it's actually
20 about improving the charging infrastructure at those points
21 where projects are going to happen. So I just wanted to
22 make sure to point that out.

23 And really appreciate staff, the briefing on
24 this, and just all the due diligence, and also sort of
25 working with the grantees here to agree that, you know,

1 we're going to do these contracts contingent on the funding
2 coming in from the feds. So I appreciate all the effort on
3 this. Thanks.

4 CHAIR HOCHSCHILD: Great. Well, unless there's
5 other comments, I would welcome a motion on Item 10 from
6 Commissioner Skinner.

7 COMMISSIONER SKINNER: I will move. And I
8 appreciate Commissioner McAllister pointing out, it's true
9 that the replacement of many of them is an upgrade. Not
10 only is it get rid of things that don't work, it is an
11 upgrade in replacing and bringing us some DC fast, which
12 are very useful on the roadways where these are located.
13 So I really appreciate your pointing that out, Commissioner
14 McAllister.

15 And with that, I move the item.

16 CHAIR HOCHSCHILD: Is there a second from --

17 COMMISSIONER MCALLISTER: Second.

18 CHAIR HOCHSCHILD: -- Commissioner McAllister?
19 All in favor, say aye.

20 Commissioner Skinner?

21 COMMISSIONER SKINNER: Aye.

22 CHAIR HOCHSCHILD: Commissioner McAllister?

23 COMMISSIONER MCALLISTER: Aye.

24 CHAIR HOCHSCHILD: Vice Chair Gunda?

25 VICE CHAIR GUNDA: Aye.

1 CHAIR HOCHSCHILD: Commissioner Gallardo?

2 COMMISSIONER GALLARDO: Aye.

3 CHAIR HOCHSCHILD: And I vote aye as well. That
4 item passes unanimously.

5 We'll turn now to Item 11, California National
6 Electric Vehicle Infrastructure Formula Program.

7 And I welcome Mitchell Prevost to present.

8 MR. PREVOST: Hello Chair, Vice Chair and
9 Commissioners. My name is Mitch Prevost and I am in the
10 Federal Opportunities and Investment Unit in the Fuels and
11 Transportation Division. Today, I'm proud to be presenting
12 the first two of eight proposed awards under the second
13 solicitation of the National Electric Vehicle
14 Infrastructure Formula Program, or NEVI 2 for short.

15 Next slide.

16 The EV Formula Program was established under the
17 Infrastructure Investment and Jobs Act of 2021 and will
18 give California \$384 million over the course of five years.
19 Through this program, stations with at least four 150
20 kilowatt DC fast charger ports will be installed every 50
21 miles or less over 6,600 miles of U.S. interstates, highway
22 routes and state routes within California.

23 Next slide.

24 The second NEVI solicitation was released in
25 December of 2024 and made available \$107 million to deploy

1 fast chargers along California's designated alternative
2 fueling corridors. Today we are seeking your approval for
3 the first two agreements under this solicitation. These
4 agreements total about \$4.6 million in federal funds and
5 about \$2.2 million in private match. The projects will
6 provide six new charging stations across five segments and
7 will deploy 64 DC fast charging.

8 Next slide.

9 This slide shows five of the six corridor project
10 locations. The sixth on I-15 is still being finalized.
11 These corridor groups are prioritized to promote ZEB
12 growth.

13 Next slide.

14 The NEVI Program supports California's transition
15 to electric vehicles while creating well-paying jobs in
16 designing, building and maintaining a modern charging
17 network. These federally funded investments will expand
18 reliable fast charging stations, reduce range anxiety and
19 make EVs more accessible. Greater EV adoption will cut
20 emissions and improve air quality.

21 Next slide.

22 Staff recommends the Commission approve these two
23 agreements and adopt staff's CEQA findings that these
24 agreements are exempt from CEQA.

25 Thank you.

1 CHAIR HOCHSCHILD: Thank you so much, Mitch.

2 We'll turn now to public comment.

3 MR. YOUNG: Thank you.

4 The Commission now welcomes public comment on
5 Item 11.

6 If you're in the room, please use the QR code
7 posted back or visit the public advisor table in the back
8 of the room. If you're on Zoom, click the raise-hand
9 feature on your screen. And if you're joining by phone,
10 press star nine to raise your hand.

11 We'll start with people in the room. There are
12 no commenters in the room, so I'll check on Zoom next.

13 This concludes public comment for this item,
14 Chair. Back to you.

15 CHAIR HOCHSCHILD: Okay. Thank you.

16 We'll go now to Commissioner discussion, starting
17 with Commissioner Skinner.

18 COMMISSIONER SKINNER: Today's a very big day for
19 FTD as we have now a third item, work that has been
20 underway for many years.

21 So NEVI, as was mentioned, and thank you very
22 much for your presentation, is federal funds that would
23 enable -- their formulaic so that every state gets a
24 certain dollar amount and would enable there to be a
25 nationwide charger network on all of our major corridors.

1 And that's what we are today adopting or looking at the
2 awards that we would give for the second solicitation under
3 NEVI.

4 Now, this got delayed because, unfortunately,
5 once the Trump administration came in, they wanted to
6 rescind NEVI. But fortunately, California and other states
7 prevailed in court, so we are proceeding. And with the
8 acceptance of our development -- Deployment Plan on
9 September 10th, it has enabled us to be able to do this
10 work, to put these projects before the Commission today and
11 allow us to move forward on them.

12 So I'm very pleased that we're going to be able
13 to move forward on these because it will provide an
14 additional 64 completely publicly available fast chargers
15 covering about over 6,600 miles of different interstate,
16 national and state routes within our state. So, again,
17 that many more expanding our network of publicly available
18 charging to give further confidence to anyone who hasn't
19 yet gotten an EV that you're not going to have to worry
20 about whether you'll be able to find a charger because with
21 the actions we've been taking and the actions we are taking
22 today and the actions we're going to continue to take, that
23 network is expanding, is reliable, and you can have
24 confidence.

25 So really happy about this particular moving

1 forward since it was hung up by the White House. So thank
2 the AG's office, thank everyone for fighting, and happy to
3 have us move forward.

4 CHAIR HOCHSCHILD: Are you happy enough to move
5 the item?

6 COMMISSIONER SKINNER: Yes.

7 CHAIR HOCHSCHILD: Okay. Moved by Commissioner
8 Skinner.

9 Is there a second by Commissioner Gallardo?

10 COMMISSIONER GALLARDO: I second.

11 CHAIR HOCHSCHILD: All in favor, say aye.

12 Commissioner Skinner?

13 COMMISSIONER SKINNER: Aye.

14 CHAIR HOCHSCHILD: Commissioner Gallardo?

15 COMMISSIONER GALLARDO: Aye.

16 CHAIR HOCHSCHILD: Commissioner McAllister?

17 COMMISSIONER MCALLISTER: Aye.

18 CHAIR HOCHSCHILD: And I vote aye as well. That
19 item passes four to zero.

20 We are going to skip ahead now to take up the
21 Waterfront Facility Improvement Program, Item 9.

22 And I welcome Reid to present on that.

23 And then following this item, we will break for
24 lunch.

25 MR. BOGGIANO: Good afternoon, Commissioners,

1 Chair and Commissioners. My name is Reid Boggiano and I
2 work in the Offshore Renewable Energy Planning Unit in the
3 Siting, Transmission, and Environmental Protection
4 Department. Today, I'm presenting for your approval five
5 proposed grant agreements totaling \$42.75 million to
6 support offshore wind port planning in California. These
7 awards are the result of a competitive solicitation
8 designed to advance California's waterfront readiness for
9 floating offshore wind.

10 Next slide, please.

11 Assembly Bill 209, passed in 2022, created the
12 Offshore Wind Waterfront Facilities Improvement Program.
13 It directed the CEC to develop a program to support
14 improvements necessary to advance the capabilities of
15 California's ports, harbors and waterfront facilities for
16 floating offshore wind.

17 To shape the solicitation, staff drew heavily
18 from the AB 525 Offshore Wind Energy Strategic Plan, which
19 identified port readiness as an immediate opportunity.
20 Staff held a public workshop in December 2023 to gather
21 input on scope, then issued a competitive solicitation on
22 September 30th, 2024. The solicitation was open for about
23 80 days and closed in December, 2024.

24 The solicitation offered up to \$42.75 million in
25 two categories. Category 1 supports early planning and

1 conceptual infrastructure retrofit strategies with \$7.75
2 million available. Category 2 supports final design,
3 engineering, environmental review and pre-construction
4 activities with \$35 million available.

5 We received a total of 13 proposals. All
6 proposals were screened for eligibility and completeness
7 and those that passed were evaluated and scored against a
8 set of criteria.

9 In Category 1, three proposals met the scoring
10 threshold and staff recommends funding for all three for a
11 total of \$4.5 million, leaving \$3.25 million in unallocated
12 funds, which were then reallocated to Category 2.

13 In Category 2, four proposals met the scoring
14 threshold and are recommended for funding totaling \$38.25
15 million.

16 Funding for this program was initially
17 appropriated from the General Fund, but the 2025-26 budget
18 redirects the source of funds to the Proposition Fund bond
19 appropriation. If approved, this will be CEC's first
20 investment of Proposition 4 bond funds.

21 Next slide, please.

22 Investing in the planning for offshore wind port
23 infrastructure through these five projects will support
24 California's transition to clean energy and help lay the
25 groundwork for offshore wind development. These planning

1 efforts will help modernize coastal infrastructure and
2 could reduce port permitting and development risks.

3 If developed, these infrastructure projects are
4 expected to create jobs, boost local economies, support
5 opportunities for workforce development and encourage
6 meaningful community and tribal engagement in planning
7 efforts. Our solicitation required that applicants submit
8 a community engagement strategy describing how they would
9 work with under-resourced communities and incorporate
10 equity, workforce development and local input, and how the
11 strategy will inform actionable steps toward community and
12 tribal benefits.

13 Next slide, please.

14 In March 2025, staff posted the Notice of
15 Proposed Awards recommending five projects for funding,
16 three projects in Category 1 and two projects in Category
17 2. These five projects were the highest scoring in each of
18 the categories. The projects range from early stage
19 planning to more advanced stage planning. I'll briefly
20 discuss each proposed project in the next set of slides.
21 And all five projects involve planning, design and
22 engineering and do not include construction of
23 infrastructure.

24 Next slide, please.

25 Staff recommends awarding \$20 million to the Port

1 of Long Beach for its Power Initiative. This covers
2 funding -- this covers planning, final design, joint CEQA
3 and NEPA review and community engagement to move the Pier
4 Wind project toward construction. Pier Wind is a 430-acre
5 terminal that brings together staging and integration,
6 foundation assembly, wet storage and turbine maintenance in
7 one place.

8 The Port began this work in 2022 and advanced
9 design to approximately 15 percent. This grant will fund
10 the final design, complete CEQA and NEPA, and advance
11 ground improvements, heavy lift wharf and utility upgrades.
12 It will also size electrical and grid connections for zero
13 emission equipment and vessel charging.

14 The Port will prepare a construction and
15 operations emission strategy, complete a workforce needs
16 assessment and conduct a supply chain analysis to assess
17 how Pier Wind can support state offshore wind goals and
18 serve as a public coast hub.

19 Finally, the Port will implement a community
20 engagement strategy with the local -- with local community-
21 based organization to identify impacts and shape a
22 community benefits plan. The project allocates three
23 percent of CEC funds to local communities and three percent
24 to tribal organizations for their capacity to participate
25 in project planning.

1 Next slide, please.

2 Staff recommends awarding \$750,000 to the Port of
3 Oakland for a technical feasibility study and business case
4 study to evaluate its capacity to support floating offshore
5 wind across 200 acres of Port property. The study will
6 advance concepts to 30 percent design, covering potential
7 layouts for heavy lift wharves, lay down areas and
8 supporting infrastructure, and prepare cost estimates to
9 assess readiness for large-scale deployment.

10 The Port will also develop strategies for
11 workforce development, emissions reduction and community
12 and tribal engagement with a phased public process and
13 commitments to partner with community-based organizations
14 and tribal governments.

15 Next slide, please.

16 Next slide, please.

17 Staff recommends awarding \$750,000 to the City of
18 Richmond to plan how the Port of Richmond can serve as an
19 offshore wind logistics hub. The Port will evaluate up to
20 216 acres of brownfield waterfront with multiple deep water
21 terminals, develop a port master plan to accommodate
22 offshore wind infrastructure and advance preferred concepts
23 up to 30 percent design.

24 The City will also engage with the community,
25 interested parties, California, Native American tribes,

1 agencies and industry partners to shape project goals,
2 community priorities and workforce and economic benefits.

3 Next slide, please.

4 Staff recommends awarding \$3 million to the Port
5 of San Luis Harbor District to continue planning what could
6 become California's first dedicated offshore wind
7 operations and maintenance terminal. If built, the
8 terminal could support the Morro Bay Wind Energy Area about
9 45 nautical miles offshore. It would enable vessel access,
10 maintenance and logistics services, crew transfers, and
11 serve as a long-term operation and maintenance hub.

12 The grant funds support planning, design and
13 environmental review to assess feasibility and prepare for
14 development. This project advances the terminal to 30
15 percent design, develops a full cost estimate and includes
16 regulatory assessments and technical environmental studies.

17 The project also emphasizes community and tribal
18 engagement and commits to working toward community benefit
19 agreements focused on workforce training, local hiring, and
20 contracting opportunities.

21 Next slide, please.

22 Staff recommends awarding \$18.25 million to the
23 Humboldt Bay Harbor, Recreation and Conservation District.
24 The funds would advance planning, environmental review and
25 design of a purpose-built heavy lift marine terminal on the

1 Samoa Peninsula. Facility would enable staging, assembly
2 and turbine deployment and could later support long-term
3 operations and maintenance.

4 Adjacent to the Humboldt Wind Energy Area, the
5 project builds on the district's previous \$10.5 million CEC
6 grant awarded in 2022 by advancing engineering and design,
7 including technical studies for wharves, mooring and
8 rigging systems, heavy load support, and funding CEQA and
9 NEPA supporting studies, including biological, cultural and
10 geotechnical assessments.

11 The District will also implement an engagement
12 strategy with California Native American tribes,
13 environmental and EJ groups, harbor users and local
14 community-based organizations to identify benefits, reduce
15 impacts and support local workforce participation. The
16 project allocates three percent of CEC funds to local
17 communities and three percent to tribal organizations for
18 their capacity to participate in planning.

19 Next slide, please.

20 In conclusion, staff recommends approval of the
21 five proposed agreements and adoption of staff's
22 determination that the projects are exempt from CEQA. I'm
23 available for questions. And we also have a port
24 representatives from all five agreements available for any
25 questions as well.

1 Thank you.

2 CHAIR HOCHSCHILD: Great. Thank you, Reid.

3 With that, we'll go to public comment on Item 9.

4 MR. YOUNG: Thank you, Chair.

5 The Commission now welcomes public comment on
6 Item 9.

7 If you're in the room, please use the QR code
8 posted at the back or visit the public advisor table in the
9 back of the room. If you're on Zoom, click the raised-hand
10 feature on your screen. And if you're joining by phone,
11 press star nine to raise your hand.

12 To ensure that we hear from everyone and get to
13 the agenda, a reminder that comments will be limited to two
14 minutes or less per speaker and one speaker per entity.
15 Please wait for me to call on you to make your comment.

16 We'll start with folks in the room. Molly Croll,
17 please approach the podium, spell your name, state your
18 affiliation, and we welcome your public comment on this
19 item.

20 MS. CROLL: Hello, Commissioners. Molly Croll,
21 M-O-L-L-Y C-R-O-L-L. I'm with American Clean Power
22 California. And we represent, among other developers, the
23 five companies that are developing offshore wind off the
24 coast of California.

25 I stand here in very strong support of the

1 proposed grants today. As we heard from staff, these are
2 many years in the making. And the CEC led a very thorough
3 public input process. I was actually on a panel here a
4 little over two years ago, talking about how the CEC might
5 implement this program after appropriated from the
6 legislature.

7 This action is very much aligned with the state's
8 AB 525 goals, and also the Strategic Plan that the CEC
9 adopted last year in which the state, in partnership with
10 other agencies, did a very thorough study of the
11 opportunities and needs for port facilities, identified,
12 you know, the best options and criteria for selecting those
13 ports and the investment needs.

14 And I will also say at a time when private
15 investment in offshore wind is dwindling due to the federal
16 headwinds, we heard the speaker from BNEF speak about that,
17 the state's leadership role in investment is so much more
18 important. And this is really an opportunity for the state
19 to lead the way and set forward a stage such that the
20 industry can come back during a boom time when we'll have
21 tailwinds. And we will have tailwinds with the state's
22 leadership as today.

23 There's real opportunity in offshore wind. As we
24 know, ports are essential not just for the assembly of
25 turbines, but also as a way to, you know, onshore

1 manufacturing opportunities and clean energy where we've
2 missed out in the past. So thank you for your leadership
3 and hope to see your support today.

4 Thanks.

5 MR. YOUNG: Thank you.

6 Alexis Suterman, please approach the podium,
7 spell your name, state in the affiliation, and then we
8 welcome your public comment.

9 MS. SUTTERMAN: Great, thank you so much. Alexis
10 Suterman, A-L-E-X-I-S, and then Suterman,
11 S-U-T-T-E-R-M-A-N.

12 Thanks so much, Commissioners. Good afternoon,
13 actually. I was going to say good morning, but it's the
14 afternoon now. I'm here representing Brightline Defense.
15 We're a nonprofit that focuses on equitable clean energy
16 development and environmental justice.

17 I'm here today to express support for this
18 proposed funding for the offshore wind waterfront
19 facilities program, which will support really important
20 planning activities, engineering, and especially for us,
21 really important to see that local community input to
22 really drive these port projects. We know that these ports
23 will be essential to support the development of offshore
24 wind energy, which is a vital part of our clean energy
25 future and getting off of polluting fossil fuels that

1 really harm environmental justice communities throughout
2 the state. So we're really excited to see these proposed
3 funds.

4 And especially, you know, as we're seeing a
5 lesson we're learning throughout the year is that where the
6 federal government is rolling back, we really have to see
7 California step forward and actually provide more
8 leadership, doubling down on its commitments to a renewable
9 energy future. So we just really want to emphasize
10 appreciation in seeing these funds go out the door.

11 In addition to just seeing these funds, you know,
12 really get moving on these port planning activities, we're
13 really appreciative of the Commission moving forward in a
14 way that centers equity and really thinks about the
15 capacity needed in local communities to participate in the
16 planning process.

17 So we really want to emphasize appreciation and
18 support for the commitments we are seeing through this
19 funding distribution for that local input and specifically
20 capacity building grants in local communities and tribal
21 nations so that they can actually have the resources to be
22 part of the process early and often. We know that this
23 will flip the model of past development that has been more
24 extractive and harmful and rather shows leadership in a way
25 in which communities are front and center and can really

1 benefit from the clean energy economy that we're building
2 together.

3 For these reasons, we really hope to see the
4 implementation of the funds that commits to this kind of
5 equity and community engagement.

6 Thank you.

7 MR. YOUNG: Thank you for your comment.

8 Dan Jacobson. And then we're going to hear from
9 Dan Chia and Bridget Mulkerin.

10 Dan, please approach the podium, spell your name,
11 state and affiliation, and we welcome your public comment.
12 Welcome.

13 MR. JACOBSON: Thank you very much. My name is
14 Dan Jacobson, D-A-N J-A-C-O-B-S-O-N, Senior Advisor for
15 Environment California.

16 Clean energy is the best way to stave off the
17 worst impacts of climate change. We're already seeing the
18 impacts of climate change with wildfires, droughts, rising
19 seas and so much more happening. And we need to take
20 action right now to protect ourselves and to protect future
21 generations.

22 Offshore wind is one of the best clean energy
23 strategies that the state can move forward with. It's one
24 of many that we have to move forward with. And this
25 process is critical because we can't build the offshore

1 wind until we have the ports and the money that was put
2 into Prop 4 helps us move forward with that.

3 Sadly though, now that we're about to hopefully
4 approve these funds, we now have to go back and continue.
5 There is \$475 million that the voters allocated for this
6 process. We're putting forward \$228 million, which is
7 great, but we need to go back and work with the legislature
8 and make sure that we get that next tranche of funds
9 because that's going to be important as we move forward.

10 I want to say thank you very much to all of the
11 Commissioners and all of the staff who have been so
12 instrumental in this, not only for this past couple of
13 months, but over the past almost over a decade of looking
14 at offshore wind and really seeing the opportunity that
15 there is there, but also to really give a moment to thank
16 all the organizers and advocates that we're hearing from
17 not only today, that we'll see in person. But it's very
18 rare that you get the developers, the environmental justice
19 community, labor, environmental groups, ports, all coming
20 together to speak with one voice and to say that we want to
21 do this. And that comes because the Commission and so many
22 people have been open to working together on offshore wind.

23 There are many of us out there who are supporters
24 of offshore wind, and I'll say, we want to know who you are
25 and where you are so we can continue to get you involved.

1 Please email me, djsacramento@gmail.com, if you're a
2 supporter of offshore wind. And even if you have questions
3 or concerns about offshore wind, please email me. We want
4 to keep the dialogue open and keep this communication going
5 forward.

6 Thank you so much.

7 MR. YOUNG: Thank you.

8 Dan Chia, please approach the podium, and then
9 we'll go to Bridget Mulkerin. Dan, please state your
10 affiliation, spell your name, and we welcome your comment.

11 MR. CHIA: Thank you, Chair Hochschild and
12 Commissioners. My name is Dan Chia, D-A-N C-H-I-A,
13 speaking in support of this item on behalf of the Port of
14 Long Beach.

15 We are grateful for the proposed \$20 million
16 award for the Port's Power Project, and especially
17 appreciative of Chair Hochschild's vision and steadfast
18 support for offshore wind and for the hard work and
19 perseverance of staff getting to this stage after a few
20 delays.

21 As was previously stated, this project will
22 support Pier Wind, a 400-acre offshore wind staging and
23 integration facility. This grant award will allow the Port
24 to complete the engineering, environmental review,
25 approvals, planning, and community engagement needed to

1 prepare Pier Wind for construction. In partnership with
2 community-based organizations, tribal entities, the state
3 building trades, workforce development groups, and others,
4 this project will help facilitate the largest purpose-built
5 offshore wind facility in the U.S.

6 The Port of Long Beach has played a central role
7 in California's efforts to deploy offshore wind to meet
8 clean energy and climate goals, and we look forward to
9 continuing to engage with the Commission and staff on many
10 more milestones to come as we bring offshore wind
11 development to a reality in California.

12 Incidentally, Suzanne Plezia, the Managing
13 Director for Engineering Services for the Port is online
14 for any questions.

15 Thank you so much.

16 MR. YOUNG: Thank you.

17 Bridget Mulkerin, please approach the podium.
18 And then we're going to transition to Zoom with the first
19 up being Matt Simmons. Bridget, please spell your name,
20 identify any affiliation, and we welcome your comment.

21 MS. MULKERIN: Thank you. Hi, my name is Bridget
22 Mulkerin, B-R-I-D-G-E-T M-U-L-K-E-R-I-N. And I am here as
23 a Senior Manager for Climate Policy with Audubon
24 California.

25 Audubon's research shows that two thirds of North

1 American birds are at risk of extinction. That's about 389
2 species due to climate change. So we understand the
3 critical need to mitigate the impacts of climate change,
4 and therefore the need to decarbonize.

5 Offshore wind is an important tool to be able to
6 achieve this. And we believe this funding will allow for
7 the thoughtful planning necessary to develop the
8 infrastructure for offshore wind development, and are
9 therefore supportive of moving forward with these funds.

10 We are also happy to see that community benefits
11 are included in these funds to allow capacity for local
12 involvement. And we ask that Port Development and the CEC
13 recognize us as a resource for mitigating impacts to birds,
14 especially shorebirds and seabirds who live and migrate
15 along California's coast.

16 I'd like to thank the CEC for your leadership and
17 your efforts to decarbonize California, and I'm hopeful
18 that you will move forward with these funds.

19 Thank you.

20 MR. YOUNG: Thank you for your comment.

21 We're now going to transition to Zoom. Matt
22 Simmons, I'm opening your line. Please unmute on your end,
23 spell your name, state any affiliation, and we welcome your
24 public comment.

25 MR. SIMMONS: Hello, can you hear me?

1 MR. YOUNG: We can hear you. Please go ahead.

2 MR. SIMMONS: Hi. My name is Matt Simmons,
3 M-A-T-T S-I-M-M-O-N-S. I am the Climate Attorney at the
4 Environmental Protection Information Center, better known
5 as EPIC. EPIC is an environmental nonprofit that has been
6 working to defend ecosystems and communities on the North
7 Coast of California since 1977. EPIC supports these grants
8 and urges you to vote yes.

9 EPIC supports the responsible development of
10 offshore wind. Climate change is the most pressing
11 ecological issue of our time. We are already seeing the
12 negative impacts of climate change to our forests, rivers,
13 and oceans. In order to curb climate change, we need to
14 build more renewable energy, and offshore wind is a key
15 part of that pathway to net zero.

16 The Humboldt Bay Harbor Conservation and
17 Recreation District's proposed project is likewise
18 essential to developing the offshore wind industry. The
19 strongest winds off the coast of California are located in
20 the north part of our state, and there are significant
21 advantages to setting a staging and integration terminal
22 close to where the turbines will be installed offshore.

23 As a local environmental organization, EPIC is
24 not without any concerns about a significant new project in
25 Humboldt Bay. However, we believe we can work together

1 with the Harbor District to overcome those challenges.

2 For example, in response to community outreach,
3 the Harbor District has passed a resolution supporting
4 development of a green terminal and a resolution pledging
5 to tackle the crisis of missing and murdered Indigenous
6 people. EPIC is proud to serve on the Harbor District's
7 Community Advisory Committee and Green Terminal Advisory
8 Committee.

9 This funding will facilitate the thoughtful
10 planning necessary to move this project forward, and I urge
11 you again to vote yes.

12 Thank you.

13 MR. YOUNG: Thank you.

14 Stephen Rosenblum, I'm going to unmute your line.
15 Please spell your name, state of affiliation, and we
16 welcome your comment.

17 MR. ROSENBLUM: Hello. My name is Stephen
18 Rosenblum, S-T-E-P-H-E-N R-O-S-E-N-B-L-U-M. I live in Palo
19 Alto, and I'm speaking today as an individual.

20 I'd like to commend the CEC for its efforts to
21 move forward wind power, especially in light of the very
22 disappointing report we heard from BNEF today about the
23 efforts of the federal government to kneecap offshore wind,
24 and also what we read about in the news about cancellation
25 of offshore wind projects already 80 percent complete by

1 irresponsible people in the administration.

2 We all understand that wind power is a crucial
3 component of renewable energy to complement solar power. A
4 wind blows when the sun isn't shining. It offers another
5 intermittent source, which is not necessarily in sync with
6 the sun. And so I really commend the state and the
7 Commission for continuing to move these projects forward in
8 light of the cancellations of federal funding.

9 Particularly, one thing that the CEC and the CPUC
10 need to keep in mind is that as a part of this effort, they
11 need to be also planning for transmission lines to carry
12 this energy eventually. We know that these transmission
13 projects can take 10 years or more to plan and construct.
14 So if we're going to have an offshore wind facility being
15 constructed, the transmission line needs to be started, at
16 least in the early planning stages right now.

17 Finally, I'd like to mention particularly the
18 case of Richmond. It offers an object lesson in the just
19 transition because Richmond is a city that's host to a
20 refinery, one of the five refineries in Northern
21 California, which based on the fact that there are fewer
22 and fewer ICE vehicles being sold is going to be going out
23 of business. And the people in Richmond are going to need
24 jobs to replace that refinery that's disappearing.

25 Thank you.

1 MR. YOUNG: Thank you.

2 We're next going to go to Stephen Rosenblum --

3 I'm sorry, Eric Veium. and then June McIvor.

4 Eric, I'm going to unmute your line. Please
5 spell your name for the record, state your affiliation, and
6 we welcome your comment.

7 MR. VEIUM: Great. Thank you so much. My name
8 is Eric Veium, E-R-I-C, V as in Victor, E-I-U-M. I'm the
9 Chair of the Board for the SLO Climate Coalition in San
10 Luis Obispo County. Three points I'd like to make for your
11 Commission today.

12 One is, first, I want to appreciate your
13 Commission's leadership, the leadership of the state, and
14 the leadership of the San Luis Port District in advancing
15 this investigation for responsible development of port
16 infrastructure supporting offshore wind.

17 Second, introducing the SLO Climate Coalition, we
18 are a community-led, community education and engagement
19 organization on the front lines of science-based education,
20 community engagement and doing our best to stop the spread
21 of misinformation of offshore wind in our region. And our
22 organization is looking forward to engaging in supporting
23 science-based education and community engagement around
24 this port project and offshore wind generally.

25 And then lastly, SLO Climate Coalition is a

1 founding member of the Central Coast Offshore Wind
2 Community Benefits Coalition, which is a coalition of
3 organized labor, environmental justice, climate and
4 environmental organizations. And we are working in earnest
5 to understand how best to maximize the benefit of offshore
6 wind development and adjacent infrastructure to the
7 communities on the Central Coast.

8 So thank you for your support of this port
9 infrastructure grant for San Luis Obispo County and San
10 Luis Port District. Thank you so much.

11 MR. YOUNG: We're next going to hear from June
12 McIvor, and then Gary Walner.

13 June, please unmute your line, spell your name,
14 state and affiliation, and we welcome your public comment
15 at this time.

16 MS. MCIVOR: Thank you. Honorable and
17 hardworking Commissioners, my name is June McIvor, that's
18 J-U-N-E M-C, capital -I-V, as in Victor, -O-R. I'm a
19 resident of San Luis Obispo.

20 I am in support of Item 9d, the \$3 million grant
21 to Port San Luis to work on the feasibility of the port as
22 an offshore wind operations and maintenance hub. Port
23 readiness is essential to keeping development of offshore
24 wind energy on track, which is in turn, of course, an
25 essential component of California's renewable energy goals.

1 We owe it to our community, which is the county
2 closest to the Wind Energy Area off the Central Coast, to
3 investigate the feasibility of Port San Luis for an O&M
4 port and its potential economic benefits and to have
5 meaningful community dialogue about it. That's exactly
6 what this grant will do, allow the community, the port and
7 the offshore wind developers to determine whether Port San
8 Luis makes sense as an O&M port for all parties involved.

9 It has the potential to be an important win-win
10 for California's climate goals and our energy needs and for
11 our port and community's economic wellbeing. I believe our
12 community would regret it if we do not fully investigate
13 this opportunity.

14 I want to thank you for your leadership. I have
15 to say the leadership of the State of California on
16 offshore wind makes me proud to be a Californian, so thank
17 you very much.

18 MR. YOUNG: Thank you.

19 We're next going to hear from Gary Wollner, and
20 then Rachel's iPhone.

21 Gary, we're going to unmute you. Please spell
22 your name for the record, state and affiliation, and we
23 welcome your public comment.

24 MR. WOLLNER: Hi, my name is Gary Wollner,
25 G-A-R-Y W-O-L-L-N-E-R. And I'm a resident of Arroyo Grande

1 and wish to thank all members of your Commission for all
2 they've done.

3 I fully support the \$3 million grant to study
4 whether Port San Luis could serve as a viable operations
5 and maintenance facility on the Central Coast. This
6 funding will support the study itself that staff needed to
7 review the findings, and public outreach to ensure
8 community input.

9 Even as the federal government scales back
10 funding and undermines essential renewable energy and
11 infrastructure projects, California's leadership is moving
12 us forward. These state investments will strengthen our
13 ports, create good local jobs, and boost economic
14 development.

15 All major environmental organizations, including
16 the National Wildlife Federation, the Audubon Society, as
17 you recently heard, and the Ocean Conservancy, the Sierra
18 Club, and the Nature Conservancy support offshore wind. I
19 urge you to follow the science, look past the falsehoods
20 spreading through our media, and continue to take bold
21 action. We owe this to the people already suffering the
22 impacts of fossil fuel pollution, and to our children and
23 our grandchildren who deserve a livable environment and
24 climate and a cleaner future.

25 Thank you very much for listening, and

1 congratulations to you all for the work you have done.

2 MR. YOUNG: Thank you.

3 Rachel's iPhone is up next, and then we'll hear
4 from Abrah Steward.

5 Rachel's iPhone, please unmute your line, spell
6 your name for the record, and state your affiliation, and
7 we welcome your public comment.

8 MS. LUCINE: Hello. Thank you. My name is
9 Rachel Lucene, R-A-C-H-E-L L-U-C-I-N-E, and I'm the West
10 Coast Regional Organizer for Offshore Wind at BlueGreen
11 Alliance. BlueGreen Alliance unifies labor unions and
12 environmental organizations into a powerful force, working
13 for an economy that fights climate change, protects the
14 health of people and the environment, stands against
15 economic and racial inequality, and creates and maintains
16 good-paying union jobs in communities across the country.

17 We urge the Commissioners to vote yes on Item 9.
18 Offshore wind energy is a once-in-a-generation opportunity
19 for our country, for our environment, and for our workers.
20 The potential of offshore wind is astounding. It's a \$100
21 billion industry that would create tens of thousands of
22 good union jobs, spark innovation, and leave a healthier
23 planet for generations to come.

24 As the offshore wind industry grows, it is
25 important to ensure that projects are developed responsibly

1 with strong protections in place for coastal and marine
2 wildlife.

3 It is also critical that offshore wind projects
4 are built by skilled workers, paid family-sustaining wages,
5 and with materials manufactured here in the United States.

6 The allocation of these funds is necessary to set
7 up California for success for the offshore wind industry,
8 and we hope that the CEC will vote yes on this item so
9 these funds can be used to ensure California's ports are
10 ready for responsible offshore wind development.

11 Thank you for your time.

12 MR. YOUNG: Thank you.

13 Abrah Steward, please unmute your line on your
14 end, spell your name, state the affiliation, and we welcome
15 your comment.

16 And then we'll hear from Rachel Smith.

17 MS. STEWARD: Hi. Can you hear me?

18 MR. YOUNG: We can. Thank you.

19 MS. STEWARD: Hi. Good morning, Honorable Chair
20 and Commissioners. My name is Abrah Steward, A-B-R-A-H
21 S-T-E-W-A-R-D, and I am the Program Manager at Climate
22 First: Replacing Oil and Gas, or CFROG, out of Ventura
23 County. We are a local advocacy organization leading a
24 just transition away from fossil fuels to protect our
25 health, economy, and climate on the Central Coast. And I

1 am here today virtually to ask for your support of these
2 grants and a yes vote on Item 9.

3 Many great facts have been presented already this
4 afternoon, but I want to maybe personalize and localize
5 this issue a little bit.

6 For the past three years, I have been working
7 with organized union labor on the Central Coast across
8 Ventura, Santa Barbara, and San Luis Obispo counties to
9 provide on-the-ground community education and training for
10 emerging career pathways in the offshore wind industry. I
11 have personally taught over 310 Central Coast residents and
12 through teaching these classes, I've learned and have
13 experienced firsthand the excitement, enthusiasm, and the
14 hope that the offshore wind industry brings to our
15 communities with the economic job creation and climate
16 benefits it brings.

17 Through teaching these classes, I've also, in
18 working directly with these impacted community members, I
19 have also learned that now more than ever, Californians are
20 hungry for equitable clean energy development that fights
21 the climate crisis, and Californians are hungry for strong
22 leadership at the state level that supports authentic
23 regional and local engagement, and these grants are a great
24 step in the right direction towards doing just that.

25 The Commission has already exhibited very

1 admirable leadership in this space in the past, and we just
2 hope that you remain steadfast in your commitment to
3 responsible development of offshore wind and vote to
4 support this item.

5 Thank you so much for your time.

6 MR. YOUNG: Thank you.

7 We're going to go with Rachel Smith, and then
8 Jason Gumataotao. I hope I pronounced that correctly.

9 Rachel, please spell your name for the record,
10 state and affiliation, and we welcome your public comment.

11 MS. SMITH: Hello. Good afternoon,
12 Commissioners. My name is Rachel Smith, spelled
13 R-A-C-H-A-E-L S-M-I-T-H, and I'm a Program Officer with the
14 Redwood Region Climate and Community Resilience, or CORE
15 Hub, with Humboldt Area Foundation. We're located in rural
16 Humboldt County, and we work on community engagement around
17 proposed offshore wind development.

18 I want to express my appreciation for the
19 Commission's leadership and proactive engagements with our
20 rural and tribal communities here. It is so important to
21 build these relationships early with the people here and
22 increase knowledge of the region through in-person
23 engagements.

24 We are strapped for resources and capacity to
25 engage in planning processes. We have very smart,

1 dedicated, innovative thinkers with deep regional knowledge
2 here whose involvement in planning processes is crucial to
3 the success of offshore wind in California. If our region
4 is to host offshore wind projects, we should be involved in
5 how they move forward.

6 The next couple of years of planning are a
7 crucial time to situate our region to receive industry in a
8 beneficial way. This funding is so important to us to
9 support tribal consultation and leadership and community
10 participation in the wind terminal project and how offshore
11 wind moves forward in the Redwood Region.

12 Please vote to approve Item 9, and thank you,
13 Commissioners, for your time and attention.

14 MR. YOUNG: Thank you.

15 I'm next going to turn to Jason Gumataotao, and
16 Alondra Mendoza after that.

17 Jason, I'm unmuting your line. Please spell your
18 name, state and affiliation, and provide your public
19 comment. Thank you.

20 MR. GUMATAOTAO: Yeah, you did say it right.
21 Thank you. Doesn't always happen that way.

22 Greetings, Chair Hochschild and Commissioners.
23 My name is Jason Gumataotao. I'm a member and organizer
24 with IBEW Local 595 and resident of Oakland.

25 I support clean energy and climate resilient jobs

1 for our community, as well as all the communities in the
2 state. I'm joining today to urge a yes vote on the
3 recommendation that is before you and to continue the CEC's
4 leadership on offshore wind.

5 I'm a state-certified journey-level electrician,
6 and I've built my career in the electrical construction
7 industry for the last 24 years. I believe continued
8 investment of public dollars into the communities that
9 renewable projects are built in is extremely valuable to
10 those communities that are impacted as it relates to
11 workforce development.

12 These projects will provide continued
13 opportunities for current apprentices to continue to build
14 their careers in this industry, as well as create new
15 apprenticeship opportunities for the respective counties
16 that administer electrical apprenticeship programs. And
17 essentially meaningful projects like offshore wind create
18 meaningful job opportunities for our community. And it's
19 just another example of our leaders' intentional investment
20 in the people.

21 All this to say, I urge the CEC to approve the
22 recommendation and ensure that we can grow California
23 offshore wind, ensure a strong planning process for our
24 coastal communities, and create meaningful local jobs for
25 those in these areas.

1 Thank you for your time.

2 MR. YOUNG: Thank you so much.

3 After hearing from Alondra Mendoza, we're going
4 to hear from Kathleen.

5 Alondra, please unmute your line, state your name
6 and spell it for the record, identify any affiliation, and
7 we welcome your public comment.

8 MS. MENDOZA: Good afternoon. My name is Alondra
9 Mendoza. I'm a community -- I'm sorry, Alondra Mendoza,
10 A-L-O-N-D-R-A, Mendoza, M-E-N-D-O-Z-A. I'm a community
11 advocate of Mixteco Indigena Community Organizing Project,
12 also known as MICOP, and a resident of Ventura County.

13 I support clean energy and climate resilient jobs
14 for our community. I urge you to vote yes on Item 9 and
15 continue the CEC's leadership on offshore wind. It will be
16 benefiting the local community through workforce
17 development, economic justice, and racial justice by
18 ensuring equitable opportunities. These investments mean
19 good paying union jobs, economic growth, and a cleaner
20 future for our region.

21 We must not allow disinformation and apathy to
22 delay our state's climate action or stall local
23 opportunities. Please vote to approve Item 9 and ensure we
24 can grow California offshore wind, create jobs, good local
25 jobs, and ensure a strong planning process for our coastal

1 communities.

2 Thank you so much for your time.

3 MR. YOUNG: Thank you, Alondra.

4 Next, we're going to hear from Kathleen, and then
5 we're going to hear from a phone number that starts with
6 858 and ends with 075.

7 Kathleen, please spell your name for the record,
8 identify any affiliation, and we welcome your public
9 comment.

10 MS. BOND: Kathleen Bond, K-A-T-H-L-E-E-N, Bond,
11 B-O-N-D, Vice President Al Gore's Climate Reality
12 Leadership Corps.

13 Offshore wind is essential to meeting
14 California's climate and energy goals, including building
15 25 gigawatts of offshore wind by 2045. As has been stated
16 this morning, voters already approved the 475 million in
17 climate bond funds and the Offshore Wind Waterfront
18 Facility Improvement Program includes a \$3 million grant to
19 Port San Luis here in my county, San Luis Obispo County, to
20 study its potential as an operations hub on our central
21 coast.

22 In addition to creating skilled technical jobs
23 and ensuring community and tribal consultations, please
24 consider for a moment the bigger picture. We are on the
25 brink of climate catastrophe. Climate scientists,

1 including Peter Kalmas, Michael Mann, Kate Marvel, Bill
2 McKibben, and dozens of others have warned that emissions
3 must be reduced by 50 percent by 2030, 50 percent by 2030.
4 Offshore wind facility improvement contributes to
5 mitigating the climate catastrophe while aligning with
6 California's clean energy and workforce goals.

7 Thank you so very much for your work to bring
8 California to a 100 percent clean energy future. And I
9 know you'll vote yes on Item 9.

10 Thank you, Commissioners and good morning.

11 MR. YOUNG: Thank you.

12 After this next speaker, we're going to hear from
13 Don Gaede.

14 For now, we're looking for 858 075. Please
15 unmute your line, spell your name for the record, identify
16 any affiliation, and we welcome your public comment.

17 MS. BASSI BOAZ: Thank you. Chairman, members of
18 the Commission, my name is Tricia Bassi Boaz, T-R-I-C-I-A
19 B-A-S-S-I B-O-A-Z. I'm with REACT Alliance in San Luis
20 Obispo.

21 I heard earlier in the meeting that there's been
22 dwindling investment in offshore wind. We're facing harder
23 permitting and review from the different federal agencies.
24 There have been cancellations of offshore leases and
25 reconsideration of existing offshore leases. I've seen

1 that there's been more than \$400 million that have been
2 taken and withdrawn and canceled from Humboldt. And the
3 state has put now more than \$237 million back for that
4 project. And I hear that the incentives and subsidies for
5 offshore wind industry will be expiring in July if projects
6 are not operational, which of course these projects will
7 not be.

8 That is to say, with all of this going on and all
9 of the projects on the East Coast getting scrutiny, why is
10 California with being -- moving forward with putting good
11 bond funding, taxpayer funding and grant funding for
12 offshore wind studies for future offshore wind projects
13 that are speculative? Floating offshore wind is not a
14 known science. It's still very new. And why do we keep
15 going forward with studies that will probably have to be
16 redone since I also heard that these projects probably
17 won't be built operational until 2040?

18 Instead, if I was lobbying for, you know, the
19 projects, the hydro hubs, whatever that project is called,
20 ARHCES, I'd be lobbying the governor and you and my
21 legislators to take back that \$237 million and put it for
22 the shortfall based on the \$3.1 billion that the state
23 recently had canceled for other renewable energy projects
24 just last week.

25 It seems that leadership also includes looking at

1 the reality now, not back in 2024 when these grants were
2 allocated and decided upon. This is a new time. This is
3 2025. A lot has happened. It's not the same. And I think
4 at the very least, these grants should be tabled.

5 CHAIR HOCHSCHILD: Ma'am, if you could wrap up.
6 I think we're at two minutes. Thank you.

7 MS. BASSI BOAZ: I think it would be a very
8 irresponsible. And I think that the taxpayers of
9 California, the voters of California should be able to --

10 CHAIR HOCHSCHILD: Sorry, ma'am, we just, we have
11 a lot of other people waiting to speak and it's a two-
12 minute limit, so we have to move on. Thank you.

13 MR. YOUNG: Don Gaede, please unmute your line.

14 MR. GAEDE: Yes. Can you hear me?

15 MR. YOUNG: Yes. Please spell your name --

16 MR. GAEDE: Yes.

17 MR. YOUNG: -- and identify your affiliation, and
18 we welcome your public comment.

19 MR. GAEDE: Thank you. Don Gade, my last name is
20 spelled G-A-E-D-E. I live in San Luis Obispo. And I'm
21 speaking on behalf of myself, as well as the San Luis
22 Obispo Citizens' Climate Education Group, of which I am the
23 leader. Our group has four main goals, to transition away
24 from fossil fuels, to electrify our homes and vehicles, to
25 enhance our electrical grid and develop healthy forests.

1 We as a group are strongly in favor of Item 9 and
2 offshore wind in general, and the involvement of Port San
3 Luis specifically. We need to transition away from fossil
4 fuels as soon as possible, and move to clean energy sources
5 like offshore wind. This will help prevent the heating and
6 acidification of our ocean, which really threatens all life
7 in our oceans. And as a physician, I see the consequences
8 of fossil fuel air pollution in my patients' hearts and
9 lungs on a regular basis. So offshore wind will help
10 replace these life-harming fuels and pollution.

11 Port San Luis is perfectly positioned to support
12 offshore wind operations on the Central Coast. And
13 furthermore, these investments mean good paying jobs,
14 economic growth, and a cleaner future for our whole region.

15 So on behalf of our beautiful Central Coast,
16 our beautiful state, country, and planet, please vote in
17 favor of Item 9.

18 Thank you very much.

19 MR. YOUNG: Thank you.

20 After hearing from Susan Callery, we're going to
21 hear from Juan Carlos Diaz.

22 Susan, please unmute your line, spell your name,
23 state your affiliation, and provide your public comment.
24 Thank you.

25 MS. CALLERY: Can you hear me?

1 MR. YOUNG: I can. Thank you.

2 MS. CALLERY: Okay. Great. My name is Susan
3 Callery, S-U-S-A-N C-A-L-L-E-R-Y. I'm a resident of Arroyo
4 Grande, and I'm involved with a number of different
5 environmental groups on the Central Coast. I'm also a
6 member of the Elected Officials To Protect America. Above
7 all, I'm a grandmother of two, and I look at them every
8 time I see them and wonder what kind of world they're going
9 to inherit if we don't act on climate.

10 I'm retired as the managing editor of NASA's
11 climate website, so I know firsthand what's happening
12 because of fossil fuel burning. The ocean is doing most of
13 the work. It soaks up about 90 percent of the extra heat
14 and 30 percent of the carbon dioxide from our greenhouse
15 gas emissions. This is driving ocean acidification,
16 massive marine heat waves, domoic acid poisoning, and the
17 spread of harmful bacteria like Vibrio. These issues have
18 caused devastating losses of marine species.

19 Vibrio is a flesh-eating bacteria that thrives in
20 warmer water, and it's really increasing in the Southeast
21 U.S. We've had at least 82 confirmed cases of Vibrio in
22 2025 up until August, and mostly in Louisiana and Florida,
23 10 people died.

24 California's goal to build 25 gigawatts of
25 offshore wind by 2045 is critically important. Even if

1 federal permitting slows down, we have to stay the course.
2 We're the fourth largest economy in the world, and we have
3 to continue investing in clean infrastructure, including
4 transmission storage and port improvements to meet this
5 goal.

6 The funding approved by voters not only supports
7 the San Luis feasibility study, but it ensures early and
8 inclusive community engagement and tribal consultation.
9 It's an opportunity to hire staff, create good jobs, and
10 strengthen our clean energy future. Please vote to approve
11 Item 9, and thank you for all your hard work and
12 leadership.

13 MR. YOUNG: Thank you.

14 After we're hearing from Juan Carlos Diaz, we're
15 going to hear from Juan Lares, and then Nancy Kirshner-
16 Rodriguez.

17 Juan Carlos Diaz, please unmute your line, spell
18 your name for the record, identify any affiliation, and we
19 welcome your public comment.

20 MR. DIAZ: Hello, my name is Juan Carlos Diaz,
21 J-U-A-N C-A-R-L-O-S D-I-A-Z. I'm a community advocate with
22 the Mixteco Indigena Community Organizing Project and
23 resident of the City of Oxnard, California, and I support
24 clean energy and climate resilient jobs for our community.

25 I urge you to vote yes on Item 9 and continue the

1 CEC's leadership on offshore wind. This is very important
2 to me because where I live, extreme heat affects the health
3 of my indigenous migrant community and farmworkers who are
4 exposed to the heat and in various conditions most of the
5 time, and as well as air pollution when wildfires occur and
6 they are constantly working.

7 It is also important for those who live near
8 ports and are exposed to old polluting fuels from power
9 plants near the ocean.

10 This funding will enable early planning,
11 engineering, and strong local input on port planning, which
12 are the first steps toward responsible community-led
13 projects. Port San Luis is perfectly positioned to support
14 offshore wind operations for the Central Coast, and this
15 funding will help make that a reality for this region and
16 beyond.

17 Offshore wind is essential to meeting
18 California's climate and clean energy goals and doing it
19 equitably. Please vote to approve Item 9 and ensure we can
20 grow California offshore wind, create good local jobs, and
21 ensure a strong port planning process for coastal
22 communities.

23 Thank you for your time.

24 MR. YOUNG: Thank you.

25 We're next going to hear from Juan Lares, then

1 we're going to hear from Nicole Dorfman.

2 Juan, please unmute your line, spell your name,
3 state and affiliation, and we welcome your public comment.

4 MR. LARES: Hello. This is Juan Loris, J-U-A-N
5 L-A-R-E-S. Good afternoon, Commissioners. My name is Juan
6 Lares, and I'm the Project Director of the Central Coast
7 Climate Justice Network. We're a coalition of
8 environmental and social justice organizations working
9 across the Central Coast.

10 I'm here to express strong support for Item 9 and
11 thank the California Energy Commission for its continued
12 leadership on offshore wind and clean energy development.

13 As someone working with communities across
14 Ventura, Santa Barbara, and San Luis Obispo counties, I
15 understand how thoughtful planning and equitable investment
16 can strengthen energy diversification, independence, and
17 climate resilience while creating new opportunities for
18 working families. Offshore wind represents one of the most
19 promising pathways to achieve these outcomes. This funding
20 will enable early planning, engineering, and strong
21 community input, all essential steps towards ensuring
22 projects are developed responsibly and reflect local
23 priorities.

24 In particular, Port San Luis is well positioned
25 to support operations for the Central Coast. The proposed

1 \$3 million allocation builds on ongoing local efforts and
2 help ensure robust -- that will help ensure robust
3 stakeholders engagement, environmental protection, and
4 attention to environmental justice communities that have
5 long been excluded from decision-making around energy
6 infrastructure. These investments also mean opportunities
7 for good-paying union jobs, cleaner air, and a chance to
8 revitalize our coastal working waterfronts.

9 Offshore wind is essential to meeting
10 California's climate and clean energy goals equitably,
11 while positioning our region as a leader in the transition
12 away from fossil fuels. While I stand in support of those
13 advocating for accountability and environmental
14 preservation, fear and disinformation must not be allowed
15 to undermine this progress. Advancing Item 9, the CEC can
16 help ensure that port planning remains inclusive, forward-
17 thinking, and community-led.

18 And as planning continues, this is a side note, I
19 encourage the Commission to also consider Port Hueneme as a
20 complementary opportunity for offshore wind development,
21 particularly if logistical environmental challenges arise
22 at Port San Luis. Port Hueneme's existing infrastructure,
23 workforce readiness, and commitment to community engagement
24 make it a strong partner in advancing equitable, resilient
25 energy infrastructure across the Central Coast.

1 Please vote to approve Item 9 and continue
2 building a clean energy future that uplifts workers,
3 protects our environment, and centers environmental justice
4 in California's energy transition.

5 Thank you for your time and leadership.

6 MR. YOUNG: Thank you.

7 After Nicole Dorfman, we're going to recognize
8 Colleen Clifford.

9 Nicole, please unmute your line, please spell
10 your name for the record, state your affiliation, and
11 welcome to public comment.

12 MS. DOFRMAN: Hello. Can you hear me?

13 MR. YOUNG: We can. Thank you.

14 MS. DOFRMAN: Okay. Thank you. My name is
15 spelled N-I-C-O-L-E, Dorfman, D-O-R-F, like Frank, -M-A-N.
16 And I am giving public comment as a private citizen of the
17 Central Coast.

18 And I am asking you right now to table Item 9d,
19 which funds a \$3 million grant for Port San Luis Harbor
20 District to conduct a feasibility study of offshore wind
21 energy operations and maintenance port. I am making this
22 request due to the fact that the County of San Luis Obispo
23 has already committed 1 million for a feasibility study in
24 this location, and that study is still ongoing.

25 Mott MacDonald, the consultants on the study, did

1 not complete the study in the agreed upon timeframe and
2 recently received an extension until summer of 2026. As of
3 the time of this writing, no results from the study have
4 been provided.

5 And furthermore, so many people have commented
6 about the importance of community engagement, which was
7 actually promised to us and funded through this grant. But
8 now they're saying the community outreach will actually
9 happen only after the study is complete to alert the
10 community what the outcome is. For me, that's a slap in
11 the face. That is not at all community engagement, so that
12 is not happening.

13 So basically, furthermore, Clean Energy
14 Terminals, who is a private port development company, also
15 signed an agreement months ago with Port San Luis to
16 jointly conduct feasibility studies for an O&M port. As we
17 already have two studies lined up in the area, it is
18 illogical and wasteful to fund another one before knowing
19 those results. And in fact, it smacks of, I don't know,
20 that we don't really care what the outcome is or we already
21 know what the outcome is, and therefore we're just going to
22 keep throwing money at this despite not knowing the outcome
23 of our million-dollar study.

24 So please, what if that million dollar study
25 says, hey, you know what, it's not feasible here? There's

1 only one road in and out, and that road is also used for
2 Diablo Canyon for all the workers that need to come in
3 there, by the way.

4 So furthermore, let's wait for the results of the
5 existing studies before moving forward with a third. Thank
6 you for doing the right thing by the California taxpayers
7 and tabling this grant today. Thank you.

8 MR. YOUNG: Thank you for your comment.

9 We'll next hear from Colleen Clifford, and then
10 Vanessa Rivas Villanueva.

11 Colleen, please unmute your line, spell your name
12 for the record, identify your affiliation, and we welcome
13 your public comment.

14 MS. CLIFFORD: Hi there. My name is Colleen
15 Clifford, spelled C-O-L-L-E-E-N C-L-I-F-F-O-R-D. I'm a
16 resident of Manila, a small residential community on the
17 Samoa Peninsula in Humboldt County. And I've also just
18 recently become the co-lead of Peninsula Community
19 Collaborative. Our organization focuses on preserving the
20 unique coastal culture and environment of the Samoa
21 Peninsula through health, safety, and beautification
22 projects that promote the resiliency of the peninsula
23 communities.

24 One of the wind industry's port developments is
25 slated to happen here in Humboldt Bay, smack dab in the

1 middle of the town of Samoa on our otherwise quiet,
2 beautiful, and much loved peninsula. AB 209 does include
3 funding and resources for community outreach and
4 participation, and also tribal consultation and leadership.
5 And that's what I'd encourage you to focus on in your vote,
6 to say yes to this item today to help support those
7 community voices. We want them to be a part of the
8 conversation now and into the future. Having a seat at the
9 table during this process is super important to hearing all
10 participants and all people that will be impacted.

11 I know firsthand how challenging it can be to
12 participate in all these meetings and keeping up to date
13 with all the ongoing shifts in the industry. I've been
14 doing my best to stay educated and involved while raising
15 my kids, running my own unrelated business. And I know
16 everyone I know on this peninsula is having the same kind
17 of normal life burdens, and yet we want to hear from them.
18 We want them to be involved in our meetings and throughout
19 the life of this project. And we need them to have the
20 capacity and the funding to help be a part of that
21 conversation.

22 Our Humboldt community has been through numerous
23 boom and bust industries, and we would like to see this
24 enormous industry and shift to our landscape and
25 neighborhood come with local residents having that ability

1 to be at the table, to share concerns and help problem
2 solve and mitigate any issues that arise along the way.

3 Thanks for your time.

4 MR. YOUNG: Thank you for the comment, Nicole
5 Dorfman.

6 We're next going to hear from Vanessa Rivas
7 Villanueva. Vanessa, please unmute your line, spell your
8 name for the record, identify your affiliation, and we
9 welcome your public comment.

10 MS. RIVAS VILLANUEVA: Good afternoon,
11 Commissioners. I am Vanessa Rivas Villanueva,
12 V-A-N-E-S-S-A R-I-V-A-S V-I-L-L-A-N-U-E-V-A. I'm a Senior
13 Research and Policy Analyst with Air Justice and a member
14 of the Impact Project. We've been partnering with groups
15 in Southern California, the Central Coast, and Humboldt to
16 uplift the need to prioritize public health as the state
17 advances offshore wind development in our communities.

18 I want to speak specifically about the proposed
19 Pier Wind Terminal at Long Beach. The Port of Long Beach
20 is planning to utilize some of these funds from the grants
21 to conduct independent research on equipment feasibility.
22 As you know, the region has some of the worst air quality
23 in the nation. Diesel-based equipment at the port is a
24 significant contributor to poor air quality conditions in
25 the South Coast region.

1 Considering that Pier Wind will have major
2 implications on public health with the increased
3 construction, movement of goods, and traffic needed to
4 build and operate the terminal, we hope the project
5 prioritizes zero-emission equipment and vehicles to
6 minimize harm and air pollution. We appreciate that this
7 funding is moving forward so Port of Long Beach can begin
8 the much-needed equipment study. We have the power to set
9 a precedent on how this new era of clean energy should be
10 done and appreciate you allocating funds to make this a
11 possibility.

12 I also appreciate that these funds will allocate
13 support for building capacity within community-based
14 organizations and tribal representatives. The Pier Wind
15 Terminal is a significant addition to the region and should
16 ensure there is meaningful engagement from communities most
17 impacted.

18 Thank you all for your work in advancing a
19 cleaner generation of energy in our state.

20 MR. YOUNG: Thank you, Vanessa.

21 We next have Daniel Chandler, then Nancy
22 Kirshner-Rodriguez, and Mandy Davis.

23 Daniel, please unmute your line, spell your name
24 for the record, state your affiliation, and we welcome your
25 public comment.

1 MR. CHANDLER: My name is Daniel Chandler. I'm
2 part of the 350 Humboldt. My name is spelled D-A-N-I-E-L
3 C-H-A-N-D-L-E-R. Thank you for the opportunity to speak.

4 I strongly support the over \$18 million for the
5 Humboldt Bay Offshore Wind Heavy Lift Terminal. It will
6 keep the port development moving.

7 I wanted to note that the Harbor District has
8 been very supportive of community involvement. For
9 example, 350 Humboldt is part of the Green Port Committee.
10 We believe that local involvement will provide the solid
11 base that offshore wind requires.

12 In addition to the funds in the CEC grant that
13 you're considering, AB 1417 by Stefani was just signed by
14 the governor, and that will also increase resources for
15 tribal and community group participation in offshore wind
16 energy benefits, which we very badly need.

17 Thank you very much.

18 MR. YOUNG: Thank you.

19 We're next going to hear from Nancy Kirshner-
20 Rodriguez, and then Mandy Davis.

21 Nancy, please unmute your line, spell your name
22 for the record, state your affiliation, and we welcome your
23 public comment.

24 MS. KIRSHNER-RODRIGUEZ: Hello. Can you hear me?

25 MR. YOUNG: We can. Thank you.

1 MS. KIRSHNER-RODRIGUEZ: Thank you. My name is
2 Nancy Kirchner Rodriguez, N-A-N-C-Y K-I-R-S-H-N-E-R hyphen
3 R-O-D-R-I-G-U-E-Z. I'm the Senior Director and West Coast
4 Lead for the Oceanic Network.

5 California leadership matters more today than
6 ever. I thank the CEC Commissioners and staff, as well as
7 elected leaders and California voters, who recognize
8 prioritizing port development for the implementation of
9 offshore wind in California over the decades must happen
10 beginning now.

11 Our national nonprofit member organization
12 focuses on marine renewables and has been a proud partner
13 in this effort with the supply chain and workforce for over
14 a decade nationally and almost that long in California, now
15 building out the largest supply chain database nationally
16 including over 600 West Coast companies already identified.

17 Offshore wind is happening in the U.S. today.
18 Our West Coast Supplier Council identified port development
19 as the most integral issue to California to start with and
20 your vision being realized. We support this critical next
21 step now. On behalf of our over 400 member companies,
22 labor unions and supply chain, we know that floating
23 offshore wind will happen and ports are integral to be the
24 launching pad.

25 Thank you so much today. And I urge you to

1 support this item.

2 MR. YOUNG: Thank you so much.

3 We're going to hear from Mandy Davis next.

4 Mandy, please spell your name for the record, state your
5 affiliation, and we welcome your public comment.

6 MS. DAVIS: Hi, Commissioners. Can you hear me?

7 MR. YOUNG: We can. Thank you.

8 MS. DAVIS: Hi. My name is Mandy Davis,
9 M-A-N-D-Y D-A-V-I-S. I am President of and representing
10 NOAA, N-O-O-A, National Offshore Wind Opposition Alliance,
11 and am currently president of REACT Alliance.

12 I'm going to get right down to the nitty gritty
13 here and I am actually going to go to my ending comments to
14 make sure that you guys hear these because this is what our
15 request is. My references are to item 9a, 9d and 9e. And
16 here is what our request is, is that REACT Alliance and
17 NOAA ask all three of these grants to be tabled and
18 deliberated on by the Commission to allow the CEC legal
19 counsel to assess the legality of funding CEQA-compliant
20 projects with grants from Prop 4 coffers.

21 I know that your staff has requested that these
22 projects be CEQA exempt, but there's a real issue with
23 that. And the issue is this, is that because your staff
24 has basically bifurcated these projects into -- in other
25 words, what they have done is they have made the

1 determination that these grant projects are separate from
2 the port projects themselves, that they feel that they can
3 assess that these projects would be CEQA exempt. This is
4 legally not tenable and your legal department needs to take
5 a look at this.

6 These agenda items are not separate. And you can
7 even take a look at the wording of the grant processes with
8 9a, 9d and 9e by taking a look at the way they are worded.
9 9a, here's a perfect example, the way they described the
10 project is, "to enable planning and engineering." If that
11 is not part of --

12 CHAIR HOCHSCHILD: Ma'am --

13 MS. DAVIS: -- the already existing project --

14 CHAIR HOCHSCHILD: Thank you. Thank you.

15 MR. MCALLISTER: -- what is? So please table
16 these --

17 CHAIR HOCHSCHILD: That's two minutes. I
18 appreciate that. Your point is well taken and thank you
19 for that.

20 Were there any further comments at this time,
21 Ryan?

22
23 MR. YOUNG: Chair, that concludes public comment
24 on this item.

25 CHAIR HOCHSCHILD: Okay. Well, let me thank all

1 the members of the public and stakeholders who took the
2 last hour and a half of time here to share your
3 perspectives and views and points. And I really appreciate
4 you hanging in there with us.

5 And to the stakeholders who've been tracking,
6 this project has been almost a year of process here to get
7 to today, I just wanted to say, you know, by way of
8 introduction to this, it's essential that we decarbonize
9 the power sector in California. There are too many
10 communities having to breathe pollution and that involves a
11 diversity of resources. It's everything from solar to
12 geothermal to terrestrial wind. But offshore wind is a
13 really important element of that. And the wind resource
14 offshore is significantly better and stronger and actually
15 more enduring than the wind on land.

16 And there's been, you know, an enormous amount of
17 innovation happening and it's driving costs down. So in
18 China, they just installed the largest offshore wind
19 turbine in the world, 26 and a half megawatts. Of course,
20 Europe has been doing offshore wind for many years.
21 Denmark's had, you know, 500 offshore wind turbines. I
22 have had the chance to see, in the course of my travels,
23 floating offshore wind projects in Portugal and Scotland
24 and elsewhere. And the technology is mature and actually
25 subject to a lot further innovation there.

1 One of the things we're doing at the Energy
2 Commission is investing together with all seven states that
3 are doing offshore wind in the U.S. to drive down costs,
4 and that's everything from larger floaters to, you know,
5 synthetic mooring lines and things that are going to make
6 it even more affordable and reliable. But one of the key
7 steps is the port investment and the port infrastructure.
8 So I really want to thank all the stakeholders for engaging
9 with this long and very thorough process.

10 I especially wanted to lift up and thank Eli
11 Harland who's been on point for the Energy Commission at
12 the STEP Team for quarterbacking this.

13 And with that, I just go to my colleagues for any
14 comments on Item 9, starting with Commissioner Gallardo.

15 COMMISSIONER GALLARDO: Thank you, Chair.

16 Thanks to Reid and the staff for all their hard
17 work. Great presentation.

18 I also wanted to express gratitude for all of the
19 folks who participated by providing public comments. It's
20 helpful to hear all of the nuance. I was especially
21 grateful for the Ventura County voices because that's where
22 I am from, that's where I grew up, so appreciate that.

23 Also, wanted to recognize the leadership of Chair
24 Hochschild for his vision to bring offshore wind to
25 California. It's been one of his priorities in focusing on

1 it. So I wanted to thank him for that because I, too, am
2 very excited about offshore wind and all of the
3 opportunities for prosperity and improvements in our
4 environment.

5 I did have some questions if we still have
6 representatives from the ports on the line. I was just
7 curious, maybe one or two of them could speak to the focus
8 on the community engagement, workforce, anything that they
9 want to highlight. I also really appreciate the
10 intentional inclusion of capacity funding for tribes and
11 others to participate. So if anyone's willing to provide a
12 little bit more specificity on what they're envisioning on
13 doing, that would be helpful.

14 CHAIR HOCHSCHILD: Is that -- okay.

15 MR. BOGGIANO: Yeah, I think the Port of Long
16 Beach or Humboldt could speak to that. Both of them were
17 in Category 2 and they have three percent that they have to
18 provide for capacity building, both the tribes and the
19 community. So either Suzanne Plezia with the Port of Long
20 Beach or Rob Holman with Humboldt. They're both on the
21 line.

22 COMMISSIONER GALLARDO: Yeah, if either one is
23 willing.

24 MR. YOUNG: We have Suzanne online.

25 COMMISSIONER GALLARDO: I think everybody is

1 here.

2 MR. YOUNG: Suzanne, would you like to go first?

3 MS. PLEZIA: Sure, I'd be happy to go first. Can
4 you hear me? We certainly can. Hi, yes, Suzanne Plezia
5 with the Port of Long Beach, S-U-Z-A-N-N-E P-L-E-Z-I-A.

6 And first I want to just start off and again,
7 just recognize and thank the CEC staff for their
8 leadership, and a special thanks to Chair Hochschild for
9 his vision and leadership in this area as well.

10 So to address your question on the community
11 engagement and the tribal engagement, for the Port of Long
12 Beach, we work very closely with our community partners
13 here. For this specific grant, we worked closely and
14 identified five community-based organizations that work
15 within the City of Long Beach. So we get that local
16 community voice be elevated there. And, you know, I can
17 try and find the community-based organizations, but we
18 really try to center public health within that outreach and
19 engagement.

20 So let's see, well, I'm not going to be able to
21 pull the names quickly for you, but just wanted to
22 highlight that, you know, focusing in on public health and
23 focusing in on local community-based organizations within
24 the City of Long Beach so that we can elevate the voice of
25 the communities that live closest to our port and have that

1 disproportionate impact from our operations and center that
2 voice to have that influence on our planning and design, as
3 well as how we approach our workforce development.

4 So we are partnering with Cal State Long Beach to
5 help devise a workforce assessment and development plan,
6 again, working with our local community organizations
7 around that and our labor organizations to develop that
8 plan.

9 We also have partnered with a tribal organization
10 that will help us outreach to our local tribes and develop
11 that tribal engagement plan to ensure that they also have a
12 seat at the table.

13 Happy to talk more if you want me to elaborate
14 more though.

15 COMMISSIONER GALLARDO: That's really helpful,
16 Suzanne. Thank you, because I think that will help
17 increase community trust in those investments that we're
18 making as well into infrastructure and whatnot.

19 I noticed Rob was also showing here.

20 Rob, did you want to speak to it briefly?

21 MR. HOLMLUND: I'm happy to, yeah. Thanks to
22 everyone that's participating in this, and to the
23 California Energy Commission for leading our transition to
24 renewable energy.

25 And thanks to the Port of Long Beach. We worked

1 closely with them, learned a lot from them, was inspired by
2 a lot of their work, and it's been a great partnership, and
3 the State Lands Commission, as well. And all the community
4 groups that participated with us to date, we've formed six
5 or seven different Community Advisory Committees at this
6 point, including agricultural businesses, fishing,
7 residents of the Town of Samoa immediately next to the
8 sites, a core group of community members for green terminal
9 strategy, and several others.

10 This grant will help us take that further. We
11 are currently working with seven different federally-
12 recognized tribes, and this grant will help us advance that
13 and provide support to those tribes for their own capacity
14 building (indiscernible) their ability to participate and
15 go advance on with the community groups.

16 So happy to provide more information, but thank
17 you for getting us to this point.

18 COMMISSIONER GALLARDO: I appreciate that glimpse
19 of the work being done. Thank you.

20 That's it, Chair.

21 CHAIR HOCHSCHILD: Great.

22 COMMISSIONER GALLARDO: I'll turn it over to you.

23 CHAIR HOCHSCHILD: Okay, unless there are other
24 comments, I would welcome a motion on Item 9 from
25 Commissioner Gallardo.

1 COMMISSIONER GALLARDO: I move to approve Item 9.

2 CHAIR HOCHSCHILD: Is there a second from
3 Commissioner Skinner?

4 COMMISSIONER SKINNER: Second, gladly.

5 CHAIR HOCHSCHILD: All in favor, say aye.

6 Commissioner Gallardo?

7 COMMISSIONER GALLARDO: Aye.

8 CHAIR HOCHSCHILD: Commissioner Skinner?

9 COMMISSIONER SKINNER: Aye.

10 CHAIR HOCHSCHILD: Commissioner McAllister?

11 COMMISSIONER MCALLISTER: Aye.

12 CHAIR HOCHSCHILD: And I vote aye as well. Item
13 passes four to zero. Well, thank you. We'll reconvene
14 after lunch here at 2:30.

15 (Off the record at 1:36 p.m.)

16 (On the record at 2:30 p.m.)

17 CHAIR HOCHSCHILD: Welcome back, everyone. We're
18 going to resume with Item 12, followed by Item 7. So let's
19 take up Item 12, BRIDGE 2024: Bringing Rapid Innovation
20 Development to Green Energy.

21 And I welcome Lindsey Fransen.

22 MS. FRANSEN: All right. Good afternoon, chair,
23 Vice Chair and Commissioners. My name is Lindsey Fransen,
24 and I'm here today to present for your approval eight
25 projects under the Bringing Rapid Innovation Development to

1 Green Energy, or BRIDGE, solicitation.

2 Next slide, please.

3 BRIDGE funds applied research and development or
4 technology demonstration and deployment projects to support
5 the most promising clean energy technologies that have
6 already attracted interest from the market on their path to
7 commercialization. To be eligible, applicants must have
8 recently received both public and private funding for their
9 technology. As the acronym implies, the solicitation is
10 intended to be a BRIDGE between earlier stage funding and
11 future opportunities to maintain momentum for these
12 entrepreneurs.

13 As such, this is a cross sector or multi
14 technology solicitations. Applications needed to fall
15 under one of six categories, including renewable
16 generation, AI, and energy storage to be eligible. The
17 solicitation also provided a match funding waiver for
18 demonstration projects located in disadvantaged
19 communities.

20 This is the third BRIDGE solicitation we've
21 issued. The first two funded 21 companies which have
22 collectively brought in over \$750 million in private
23 follow-on funding and employed over 1500 people.

24 And with that, we'll present our proposed
25 recipients.

1 Next slide.

2 All right. Tandem PV will use BRIDGE funding to
3 conduct comprehensive indoor and outdoor testing on their
4 perovskite/silicon tandem PV panels. This testing will
5 enable them to gather data necessary for advancing the
6 commercial readiness and technical bankability of their
7 panels, speeding up production for utility scale
8 deployment.

9 Tandem PV's panels are up to 30 percent more
10 efficient than a standard silicon panel, which can drive
11 down energy costs by up to 40 percent due to reduced land
12 requirements as well as lower labor permitting and other
13 costs.

14 Tandem PV plans to hire up to 100 manufacturing
15 employees in California in the near term with expanded
16 manufacturing capacity planned during and after BRIDGE.
17 And they're partnering with local initiatives, nonprofits,
18 and colleges to train workers as skilled technicians with a
19 focus on groups underrepresented in STEM fields.

20 Next slide.

21 Community Energy Labs has developed and validated
22 an integrated model predictive control and machine learning
23 energy management system for small and midsize commercial
24 buildings. In this BRIDGE project, they will transition an
25 early prototype to a commercial platform backed by best

1 practices in software engineering. They'll then deploy it
2 in 10 to 50 school sites, demonstrating its commercial
3 scalability.

4 Benefits of this system include a speed of
5 installation. It takes less than a day versus a month or
6 more for other systems, installation costs, which is about
7 a tenth or even less of incumbent building automation
8 system installation costs, and easy operation.

9 There's no custom programming. It works with
10 existing HVAC systems and uses thermal models and machine
11 learning to optimize comfort and respond to grid and price
12 signals. It's also retrofit ready so it can retrain itself
13 after new equipment is installed without operators having
14 to reprogram the system.

15 Finally, it reduces energy bills and emissions
16 due to both demand reduction and load shifting with up to
17 15 percent of HVAC loads anticipated to shift from on peak
18 to off peak. Next slide.

19 Verne will use BRIDGE funding to scale up and
20 demonstrate equipment to store and transport cryo-
21 compressed hydrogen. In this project, hydrogen will be
22 densified using VERN's cryocooler technology, transferred
23 to their hydrogen storage trailer, and transported to power
24 a linear generator used to charge heavy duty battery
25 electric equipment. Verne's technology is intended to

1 reduce the cost of hydrogen delivery for use cases where
2 grid power isn't currently available.

13 Next slide.

14 Tyfast has developed a high-performance battery
15 that uses a lithium vanadium oxide anode. With BRIDGE
16 funding, Tyfast plans to advance their technology from
17 standalone pouch cells to 20 kilowatt hour battery packs
18 and test them with heavy-duty off-highway machines like
19 bulldozers and utility tractors.

20 Tyfast anode provides higher power, higher cycle
21 life, faster charging batteries that can operate over a
22 wider temperature range than standard graphite anode
23 batteries. They also have higher energy density and higher
24 voltage than competing high power anodes, which makes the
25 technology a good fit for these heavy-duty machines.

1 The main materials for Tyfast batteries are
2 domestically sourced using post industrial waste streams
3 for the vanadium oxide, achieving a lower environmental
4 footprint than many other battery chemistries. Their
5 sourcing and production methods, along with the battery's
6 high cycle life, helps to drive down the total cost of
7 ownership for fleet owners.

8 Next slide.

9 Indian Energy will use BRIDGE funding to develop
10 and demonstrate an integrated microgrid and building
11 orchestration and optimization system that will leverage an
12 advanced predictive control system and a building energy
13 management and information system to establish
14 bidirectional communication between the microgrid
15 controller, the building automation systems, and
16 distributed energy resources.

17 This platform enables optimization for multiple
18 objectives. When connected to the grid, for example, they
19 could be maximizing the use of onsite renewables,
20 minimizing GHG emissions, or responding to grid signals
21 like dynamic pricing. In islanded mode, the orchestrator
22 can manage critical loads to extend the duration of
23 critical service operations using onsite storage and
24 avoiding the use of diesel backup generators.

25 In this project, Indian Energy will integrate and

1 test the system at their microgrid testbed and then
2 demonstrate it at the Viejas Enterprise microgrid, which is
3 on tribal land belonging to the Viejas Band of the Kumeyaay
4 Indians in San Diego County.

5 Expected benefits from this demonstration, as
6 well as from future deployments of the system with other
7 microgrids, include the resilience benefits of extended
8 critical services during outages, GHG emissions reductions
9 from both load shifting and reduced backup generator use,
10 and increasing the benefits already realized through
11 microgrids like substantially lower energy costs for the
12 community.

13 Next slide.

14 All right. SirenOpt has developed an offline
15 electrode inspection platform that uses cold atmospheric
16 plasma to take measurements of and detect defects in
17 various electrode properties. Electrodes are the building
18 blocks of batteries, and their quality is critical to
19 batteries' overall performance.

20 In this BRIDGE project, SirenOpt will convert
21 their existing platform, which inspects electrodes off of
22 the manufacturing line, to an inline platform to enable
23 real-time process control and optimization.

24 Benefits of this technology include improved
25 battery safety by detecting and addressing problems with

1 electrode quality during the manufacturing process, lower
2 costs through increased yields and lower waste, as well as
3 the potential to decrease battery pack size due to reduced
4 variability across electrodes, and supporting next-
5 generation battery development and manufacturing here in
6 California.

7 Next slide.

8 SolarAPP Foundation will add two new components
9 to its existing automated solar and storage permitting
10 platform, which has been adopted by about 200 authorities
11 having jurisdiction, or AHJs, here in California. These
12 additions are automated permitting and plan review for
13 residential EV charging and a virtual inspection tool for
14 solar installations.

15 With BRIDGE funding, SolarAPP will integrate
16 these tools into their existing platform, conduct field
17 testing, and then pilot the tool in Oxnard, Simi Valley,
18 and Pleasant Hill, including a disadvantaged community in
19 Oxnard. Anticipated benefits include more efficient
20 permitting processes, consistent code compliance, and the
21 climate and cost benefits associated with more rapid solar
22 and EV charging installations.

23 In addition, SolarAPP's emphasis on keeping costs
24 low and providing the tool to local governments at no cost
25 supports deployment in disadvantaged and low-income

1 communities.

2 Next slide.

3 Coreshell has developed successful battery coin
4 cell prototypes that pair a nano-coated metallurgical
5 silicon anode with a lithium iron matte manganese phosphate
6 cathode. With BRIDGE funding, Coreshell will advance this
7 technology by scaling their prototypes to 60-amp-hour pouch
8 cells and conducting module-level testing in small electric
9 mobility applications. This sector will provide early
10 revenue as well as proving the technology for EV
11 manufacturers, which is their long-term target market.

12 Coreshell's battery chemistry has several
13 benefits, including increased energy density and therefore
14 improved range, as well as improvements in thermal safety
15 compared to current graphite-based lithium-ion batteries.
16 They also use domestically-sourced materials, driving down
17 costs and achieving supply chain security.

18 Coreshell is located in a disadvantaged community
19 and has committed to work with a local college to conduct
20 workforce development and hire students from
21 underrepresented groups.

22 Next slide.

23 Together, these eight projects contribute to
24 ratepayer benefits of affordability, safety, and
25 reliability. They help advance California's growing and

1 ever-more-essential clean energy economy, supporting
2 entrepreneurs and providing skilled labor opportunities,
3 and accelerating reaching California's clean energy and
4 climate goals.

5 Next slide.

6 We respectfully request that the Commission
7 approve these eight grant agreements and adopt staff's
8 recommendation that they are exempt from CEQA.

9 Thank you very much, and I'm here for any
10 questions.

11 CHAIR HOCHSCHILD: Thank you, Lindsey.

12 Let's go to public comment on Item 12.

13 MR. REYNOLDS: Thank you, Chair.

14 The Commission now welcomes public comment on
15 Item 12.

16 If you are in the room, please use the QR code
17 posted in the back or visit the public advisor table in the
18 back of the room. If you are on Zoom, click the raise-hand
19 feature on your screen, and if you're joining by phone,
20 please press star nine to raise your hand.

21 Starting with the room, we have Matthew
22 McAllister, and then Allen Cadreau.

23 Matthew, please spell your name, identify your
24 affiliation, and welcome your public comment.

25 MR. MCALLISTER: Thank you very much. My name is

1 Matthew McAllister, M-A-T-T-H-E-W M-C-A-L-L-I-S-T-E-R, and
2 I am the CEO of the SolarAPP Foundation and am here to
3 recommend to the Commission to please approve this grant
4 funding. We really appreciate the CEC leading on this
5 issue and helping to drive down soft costs for the clean
6 energy transition. The SolarAPP Foundation is dedicated to
7 that mission.

8 As was mentioned, we represent now 275
9 jurisdictions across California, helping lower the clean
10 energy deployment costs for solar and storage at the
11 residential level. And we've helped with over 100,000
12 automated plan reviews for those projects.

13 With this grant, we would be able to expand that
14 effort into residential EV charging and also enable virtual
15 inspections, which would further reduce the soft costs of
16 the clean energy transition by pairing automated permitting
17 for the plan review side with the as-built inspections in
18 the field for these projects, reducing the need for truck
19 rolls, additional site visits, and saving time and money
20 for both jurisdiction partners and installers, which will
21 ultimately benefit the homeowner and the residents of the
22 state.

23 So I just want to, you know, commend you all and
24 thank you very much for making this grant funding available
25 and for this important work.

1 CHAIR HOCHSCHILD: Can I ask you just a quick
2 question while we have you? So I see it's for solar
3 storage and residential EV charging, but are you looking
4 also at heat pumps and electric panel upgrades, permits for
5 those?

6 MR. MCALLISTER: We have in general. We are not
7 with this specific grant proposal, but in general, our
8 mandate is broader --

9 CHAIR HOCHSCHILD: To -- exactly.

10 MR. MCALLISTER: -- to look at all of those
11 applications --

12 CHAIR HOCHSCHILD: Okay.

13 MR. MCALLISTER: -- yeah, and how to reduce those
14 soft costs.

15 CHAIR HOCHSCHILD: Great. Thank you.

16 MR. MCALLISTER: Yeah. Thank you, Chair.

17 MR. YOUNG: Now, I want to welcome Jared
18 O'Leary -- excuse me, Tanya Barham. Tanya, please approach
19 the podium, spell your name, state and affiliation, and we
20 welcome your public comment.

21 MS. BARHAM: Good morning, Chair and
22 Commissioners. Actually, it's afternoon now, isn't it?
23 I've been here since the morning, though. So my name is
24 Tanya Barham. That is spelled T-A-N-Y-A B-A-R-H-A-M, and
25 I'm the CEO of Community Energy Labs.

1 It was an eye-opening to hear the Market Trends
2 presentation this morning and to attend the EPIC Symposium
3 yesterday. California's resolve to double down on every
4 segment of the clean energy transition, even as others cede
5 leadership to China, is inspiring.

6 On behalf of my company and the schools, facility
7 managers, educators, and students we serve, I want to
8 encourage adoption of this resolution and acknowledge our
9 small but important role in California's energy
10 transformation.

11 It's exciting to see the West moving toward true
12 regional coordination through the extended day ahead
13 market, and to see smart California legislation driving
14 real infrastructure investment in clean transportation,
15 manufacturing, and energy generation.

16 My founder journey includes leading Bonneville
17 Environmental Foundation's Solar for Our Schools program in
18 the early 2000s. Through it, K-12 sites hosted some of the
19 nation's first grid-tied solar. We trained teachers, the
20 trades, building inspectors, and policy officials about
21 distributed energy. And then California, in the way that
22 it magnifies everything, took the seed of programs like
23 this and through Proposition 39 grew the largest portfolio
24 of solar schools in the nation, proof that courageous
25 policy and gritty execution build durable markets, clean

1 air, and bright futures for our students.

2 Fast forward to the 2010s, after a decade stint
3 in healthcare, I returned to find California's communities,
4 NGOs, CCAs, and leaders at the CEC, CPUC, and CAISO
5 redefining energy transformation through innovative
6 procurement, policy, and adaptation in the face of wildfire
7 and climate risk.

8 Out of that ecosystem, Community Energy Labs was
9 born. We saw that many commercial buildings, especially
10 schools, face steep barriers to electrification and need
11 low-cost automated ways to manage complex tariffs and HVAC
12 loads with both existing and modern systems like VRF and
13 heat pumps.

14 With CalSEED, Cal TestBed, and now the BRIDGE
15 Grant under consideration today, we've turned a lab
16 prototype into a commercial platform that cuts HVAC peak --

17 CHAIR HOCHSCHILD: If you could --

18 MS. BARHAM: -- by 26 percent.

19 CHAIR HOCHSCHILD: If you could wrap up? Thanks.

20 MS. BARHAM: Okay. Thank you. We're honored to
21 be considered for this BRIDGE funding and look forward to
22 making California the Commission and our schools proud.
23 Thank you.

24 CHAIR HOCHSCHILD: Thank you so much.

25 MR. YOUNG: Thank you.

1 Next up is Allen Cadreau. Allen, please approach
2 the podium, spell your name, identify any affiliation, and
3 then we welcome your public comment on this item.

4 MR. CADREAU: Bonjour. Allen George Cadreau,
5 A-L-L-E-N G. C-A-D-R-E-A-U. Affiliation is CEO of Indian
6 Energy. And we're here in person for two reasons.

7 First of all, Chair, Vice Chair, Commissioners,
8 good afternoon.

9 One, to express our gratitude for the previous
10 partnership and support. It's really kind of hard to put
11 into words what has happened over these last five years.
12 And the development of not only the different technologies,
13 specifically the RICU, which we've completed phase one of,
14 and are now in full-blown testing of technologies for the
15 purposes of validating nameplate technology, as well as use
16 cases. This helps both us and the State of California to
17 understand where these technologies are headed, which one
18 is investable in our mind's eye from a use case and an
19 applied side behind the meter solution, which is what we're
20 focused on.

21 And then the other is the Viejas Enterprise
22 Microgrid. And out of that, which Lindsey did an awesome
23 job of explaining where we're at, relieves me of a lot of
24 pressure here, but I wanted to just say chi miigwech and
25 thank you very much.

1 And so, and the other is the consideration of
2 this award today, and we appreciate it, the Indian Energy
3 Group. Chi Miigwech.

4 CHAIR HOCHSCHILD: Well, thank you for all your
5 good work. I remember we had a dinner at Viejas, I think
6 the year before last, maybe, and I appreciate all the
7 progress. We've done now \$130 million for 35 different
8 tribes in California, lifting up tribal energy sovereignty.
9 So thanks for all the great work and partnership.

10 MR. CADREAU: You betcha. And if I might just
11 make a quick note that the Viejas Microgrid is complete in
12 its construction. And we are beginning commissioning, hot
13 testing, and we're pretty excited about what's to be.

14 And this grant award today that you all are
15 considering, the timing is absolutely perfect. Because
16 these two projects, the Living Laboratory, which will take
17 our integrated solutions that are there, and then move that
18 into the Viejas Enterprise site. So the timing is
19 beautiful and your consideration is very --

20 CHAIR HOCHSCHILD: Great.

21 MR. CADREAU: -- much appreciated.

22 CHAIR HOCHSCHILD: All right. Thank you.

23 Any other public comment?

24 MR. YOUNG: Thank you.

25 Next, we have Jared O'Leary, and that'll be

1 followed by Matt Stucky.

2 Jared, please approach the podium, spell your
3 name for the record, identify your affiliation, and we
4 welcome your public comment.

5 MR. O'LEARY: Yeah. Hi. I am Jared O'Leary,
6 that's J-A-R-E-D O'-L-E-A-R-Y. I'm Co-founder and CEO of
7 SirenOPT. And we are very honored to be considered for
8 this award.

9 I don't know how many of you were at the EPIC
10 Symposium yesterday. And if you were, you may have seen me
11 speak on a panel about battery safety.

12 But, you know, I just really come here to say
13 that the complexity of safe, reliable, scalable battery
14 manufacturing like cannot be underestimated; right? And
15 this is going to be an extremely long and complex or
16 difficult process. And we are very, very grateful that the
17 CEC recognizes the technical difficulties in achieving a
18 truly green economy.

19 And if given the opportunity, we look forward to
20 using the CEC BRIDGE funding to help California achieve
21 that goal, so thank you.

22 COMMISSIONER GALLARDO: I actually did get to see
23 you on that panel yesterday during the EPIC Symposium. It
24 was a great panel.

25 One thing I wanted to ask you, if you could

1 clarify, is if the solution you're proposing is solely for
2 batteries for electric vehicles or all kinds of batteries?

3 MR. O'LEARY: Yeah, we are agnostic to the
4 application of those batteries. And, you know, right now,
5 just transparently, the majority of our customers are EV
6 makers. But, you know, our technology is applicable to all
7 sorts of other applications, right, including data centers,
8 including grid storage, including other types of more
9 complex transportation, you know, even neoplanes
10 (phonetic), things of that sort.

11 COMMISSIONER GALLARDO: Excellent. That's what I
12 was hoping to hear, so thank you.

13 MR. O'LEARY: Okay, yeah, I'll leave. Yeah.

14 CHAIR HOCHSCHILD: Thank you.

15 MR. YOUNG: Thank you so much.

16 I'm next going to turn to Zoom. Stephen
17 Rosenblum, I'm going to unmute your line. Please spell
18 your name for the record, share your affiliation, and we
19 welcome your public comment. Welcome, Stephen.

20 MR. ROSENBLUM: Yeah. Yeah, good afternoon,
21 Commissioners. My name is Stephen Rosenblum,
22 S-T-E-P-H-E-N R-O-S-E-N-B-L-U-M. I'm speaking today as an
23 individual.

24 I really appreciate all these projects, but I
25 have serious concerns about the one from Verne Energy. In

1 this project, they're using hydrogen as an energy transfer
2 medium, essentially to replace a transmission or
3 distribution line for electricity. And one major concern
4 with that kind of application is that it's very
5 inefficient. The energy used to compress and liquefy
6 hydrogen, transport it, and then convert it back to
7 electricity, you probably lose more than half the value of
8 the energy in the hydrogen. So that's one problem.

9 And the second thing is that the hydrogen that's
10 used most likely comes from steam reforming of methane,
11 which over 95 percent of the hydrogen in the state is made
12 from. This is an extremely polluting process, which
13 releases huge amounts of carbon dioxide.

14 So this is not really a climate solution at all.
15 It's an experiment. And I really urge the Commission,
16 should it decide to fund this project, to really require
17 life cycle analysis and carbon intensity calculations to
18 validate this idea as a project. I really don't think it
19 makes climate sense.

20 Thank you.

21 MR. YOUNG: Thank you.

22 There are no other commenters, Chair. That
23 concludes public comment for this item.

24 CHAIR HOCHSCHILD: Okay. Well, let me thank all
25 the folks who commented.

1 Lindsey, thank you for the presentation.

2 Thrilled with this very diverse group of innovations. And
3 I am eager to move the packet forward.

4 Unless there's other comments --

5 COMMISSIONER MCALLISTER: Yeah, I do want to make
6 a comment.

7 CHAIR HOCHSCHILD: Go ahead, Commissioner
8 McAllister, please.

9 COMMISSIONER MCALLISTER: So I want to just thank
10 everybody for commenting and all the proposers and
11 certainly the potential awardees here.

12 I did want to address the last gentleman's
13 comments about the Verne Energy Project. So I think we as
14 a state need to invest in a diverse array of resources, and
15 that includes hydrogen. The ARCHES Team, that's a multi-
16 agency effort, has, I think, plowed a lot of earth there
17 and is doing great work trying to sort of determine the
18 path forward for its portfolio projects around the
19 hydrogen, you know, ecosystem across the state to adjust to
20 the potential, or actually the announced rescission of the
21 ARCHES Hydrogen Hub funding from the federal government.

22 That said, I did, actually, I really appreciated
23 the briefing from staff on this, and I actually did bring
24 that issue up, that, you know, every transformation is a
25 loss of efficiency, and also, you know, to sort of have a

1 lot of links in that chain, you know, with losses at every
2 link does, I think, really demand a critical view of the
3 overall ecosystem.

4 And while I think this project does -- I mean, I
5 do believe that it holds potential to reduce those
6 transportation costs as described, right, like to better
7 than compressed hydrogen and better than liquefied hydrogen
8 in terms of the energy input and the cost, it's part of a
9 bigger ecosystem.

10 And I think I would want to sort of establish the
11 expectation that this project sort of be evaluated, you
12 know, as part of the project itself or sort of with staff
13 sort of locating this project within that broader ecosystem
14 and try to just take a critical eye to the sort of cradle
15 to grave energy inputs and efficiency and decarbonization
16 impacts of hydrogen for this use in terms of, you know,
17 representation that it's going to help ratepayers lower
18 costs in a place where there's grid constraints. I do want
19 to sort of drill into that and just make sure that that is
20 actually part of the outcome, is that we have better
21 knowledge about the role of a process like this to improve
22 the hydrogen ecosystem in a way that's actually practically
23 feasible.

24 So, yeah, go ahead. You need to push the button.
25 Oh, is there no button? Oh, there it goes.

1 MS. FRANSEN: That's better. Thank you.

2 Just to respond to one other piece of the comment
3 for this project, they will be using hydrogen produced with
4 renewable electricity, not with the more polluting process.
5 So it is a demonstration project --

6 COMMISSIONER MCALLISTER: Yeah.

7 MS. FRANSEN: -- to prove exactly, you know, to
8 demonstrate the topics that you addressed. And in this
9 case, they will be using green hydrogen.

10 COMMISSIONER MCALLISTER: Great. Thanks for
11 that.

12 CHAIR HOCHSCHILD: Unless there's other comments?
13 Yeah.

14 COMMISSIONER GALLARDO: Just a couple quick ones.

15 For the SolarAPP Foundation, you don't have to
16 come back up, I just need to mention that before coming to
17 the Energy Commission, I was in the solar industry and I
18 remember when we were talking about this concept of
19 automated permitting for residential solar. And so it's
20 incredible to see how far it's come and all that you're
21 doing, so thank you for that leadership. And it's just
22 exciting for me to see it come to fruition.

23 And then for our friends, Allen at Indian Energy,
24 thank you so much for coming and wearing that great hat. I
25 can see you all the way from the back there. But I wanted

1 to mention to you, I have not had the chance to visit
2 Viejas and check out the project. So I would love to do
3 that when there's an opportunity. We'll follow up. I'll
4 have my team follow up with you. Thank you.

5 COMMISSIONER MCALLISTER: And I would maybe even
6 accompany you.

7 COMMISSIONER GALLARDO: You want to go down
8 there?

9 COMMISSIONER MCALLISTER: Let's go together.
10 That'd be great.

11 COMMISSIONER GALLARDO: Yeah. Great.

12 COMMISSIONER MCALLISTER: Thanks for that.

13 And also, I will say like on the -- Matthew, you
14 know, to hear you spell your last name and have it be
15 identical to what I would -- how I would spell my last name
16 was like a little weird, I have to say, so, but yeah,
17 thanks.

18 CHAIR HOCHSCHILD: All right.

19 COMMISSIONER MCALLISTER: Anyway, I'll move this
20 item.

21 CHAIR HOCHSCHILD: Thank you. Moved by
22 Commissioner McAllister, Item 12.

23 Is there a second from Commissioner Gallardo?

24 COMMISSIONER GALLARDO: I second.

25 CHAIR HOCHSCHILD: All in favor, say aye.

1 Commissioner McAllister?

2 COMMISSIONER MCALLISTER: Aye.

3 CHAIR HOCHSCHILD: Commissioner Gallardo?

4 COMMISSIONER GALLARDO: Aye.

5 CHAIR HOCHSCHILD: And I vote aye as well. Item
6 12 passes three to zero.

7 Thank you, Lindsey and everyone.

8 And with that, we'll skip ahead to Item 15 at the
9 request of the Vice Chair, which is SE US Development, LLC.

10 I welcome O'Shea Bennett to present.

11 And if I could just ask my colleagues, if we can
12 try to move expeditiously through the rest of the agenda,
13 that would be great. Thanks.

14 MR. BENNETT: Yeah, absolutely. Good afternoon,
15 Chair and Commissioners. My name is O'Shea Bennett, and I
16 work on the Distributed Electricity Backup Assets Program,
17 also known as the DEBA Program, up in the RREDI Division.
18 With me are Ashley Emery, who is our Branch Manager in the
19 division, Deana Carrillo, who is our Director, and Renee
20 Webster-Hawkins, who's from our Chief Counsel's Office.
21 Also, representatives from SE US. Development. LLC, also
22 known as SB Energy, are available here to help respond to
23 questions. And today, we are presenting for your
24 consideration a proposed grant agreement with SB Energy
25 under the DEBA Program's Bulk Grid Asset Enhancements for

1 Grid Reliability, or Bulk Grid, solicitation.

2 Next slide, please.

3 The effects of climate change, including extreme
4 heat, drought, and wildfires, coupled with supply chain
5 delays, have challenged the state's ability to plan and
6 maintain grid reliability. So as part of the Budget Act of
7 2022, the state created a Strategic Reliability Reserve
8 with programs such as the DEBA Program and the Demand-Side
9 Grid Support Program to help meet emergency grid needs
10 outside of our normal reliability planning standards.

11 DEBA incentivizes the purchase of new, cleaner,
12 and more efficient distributed energy assets that will
13 serve as on-call emergency supply or load reduction during
14 extreme events. This includes efficiency upgrades and
15 capacity additions to existing power plants as well.

16 Next slide, please.

17 As part of the DEBA Program under the Strategic
18 Reliability Reserve, this proposed agreement will support
19 grid reliability by adding dispatchable incremental
20 capacity at an existing solar power plant. Per the
21 agreement, the incremental capacity resulting from this
22 project must be made available during grid emergencies for
23 a term of five years from the project online date.

24 Next slide, please.

25 The purpose of the DEBA Bulk Grid Solicitation

1 was to strengthen electric grid reliability by funding
2 efficiency upgrades and clean capacity additions to
3 existing bulk grid power generators. The solicitation
4 prioritized zero- and low-emission resources and then
5 efficiency improvements for conventional resources.

6 The Notice of Proposed Awards posted in April of
7 2024 recommended five energy storage projects and four
8 conventional resource efficiency projects for a total of
9 almost \$123 million of grant funding anticipated to bring
10 297 megawatts of incremental capacity online by June of
11 2027 to support California's grid.

12 To date, the CEC has approved four grant
13 agreements related to the DEBA Bulk Grid Solicitation, and
14 we had planned to bring additional agreements for
15 consideration at future business meetings.

16 Next slide, please.

17 The project related to today's proposed agreement
18 is located at SB Energy's Athos Renewable Energy Project in
19 the Desert Center in Riverside County. The proposed grant
20 agreement under DEBA will fund the installation of 75
21 megawatts, a four-hour battery energy storage system at the
22 site, as part of a larger 402 megawatt battery energy
23 storage system already approved by the county. The storage
24 facility will augment the existing 450 megawatt solar
25 photovoltaic plant.

1 This storage project will improve reliability by
2 discharging energy during peak hours when California
3 customers need it most. The battery system will be made
4 available to CAISO for system reliability as needed during
5 extreme events.

6 As lead agency under CEQA, the Riverside County
7 Planning Department adopted and approved an environmental
8 impact report and conditional use permit in 2019. The
9 county's approval included a Statement of Overriding
10 Considerations for unavoidable impacts to both visual and
11 cultural resources.

12 In approving the construction and operation of
13 the battery storage component, the county consulted with
14 the CEC as a responsible agency. The addendum and
15 additional project conditions approved by county staff on
16 September 17th, 2025 included CEC staff's comments and
17 requests for enhanced conditions related to hazardous
18 conditions, fire risk, worker, and public safety.

19 Next slide, please.

20 I would like to thank staff from the Siting
21 Division, Administrative Services Division, and the Chief
22 Counsel's Office for their tremendous contributions and
23 assistance. It's been invaluable.

24 Staff recommends the Energy Commission adopt the
25 CEQA findings as a responsible agency under CEQA and its

1 independent judgment that, one, the unavoidable significant
2 impacts to visual and cultural resources from the larger
3 Athos Renewable Energy Project approved by the County of
4 Riverside and its final environmental impact report in 2019
5 as the lead agency are outweighed by the technical, energy,
6 and economic benefits of the battery energy storage system,
7 and two, there is no substantial evidence that the lithium
8 ion battery energy storage project funded under the
9 proposed grant agreement will result in any other
10 significant impacts.

11 Staff also recommends that the Energy Commission
12 approve the proposed DEBA granted agreement with SE US
13 Development, LLC.

14 And this concludes the staff presentation for
15 this agenda item and we are available to answer any
16 questions you guys may have. Thank you.

17 CHAIR HOCHSCHILD: Thank you.

18 Let's go to public comment on Item 15.

19 MR. YOUNG: Thank you, Chair.

20 The Commission now welcomes public comment on
21 Item 15.

22 We will start with people in the room. Matt
23 Stucky, please approach the podium, spell your name,
24 identify your affiliation, and we welcome your public
25 comment.

1 MR. STUCKY: Good afternoon, Commissioners. My
2 name is Matt Stucky, M-A-T-T, last name S-T-U-C-K-Y. I'm
3 Senior Director of Development for SB Energy, taking
4 responsibility for the development of our solar and energy
5 storage projects in California.

6 On behalf of SB Energy, I'd like to thank the
7 Energy Commission for considering this DEBA grant to help
8 fund the addition of battery storage to the existing Athos
9 Solar Project. It's been a bit of a long road to get on
10 the agenda for today's business meeting.

11 We want to thank CEC staff for working with SB
12 Energy as the applicant and Riverside County as the lead
13 CEQA agency to improve the environmental analysis on the
14 project. We collectively identified a need for an addendum
15 to the EIR, and staff worked very efficiently with all the
16 parties to complete the steps for the CEC to make its
17 necessary CEQA findings.

18 So should you vote to approve this item, SB
19 Energy is excited to receive these funds, deploy them on a
20 construction project, and bring a new resource online that
21 will help strengthen grid reliability in the state by the
22 end of next year.

23 Thank you.

24 CHAIR HOCHSCHILD: Thank you.

25 Any other public comment?

1 MR. YOUNG: Thank you. Not seeing anyone further
2 in the room, so I'm going to turn to Zoom. We have Laura
3 Hader. Laura, I'm unmuting your line. Please unmute on
4 your end, spell your name, state your affiliation, and we
5 welcome your public comment. Laura, are you able to unmute
6 on your end?

7 Chair, I think that concludes public comment.

8 CHAIR HOCHSCHILD: Okay. I know I channeled Vice
9 Chair Gunda in saying that this is a welcome project, and I
10 want to thank you, O'Shea, and the rest of the team for
11 supporting this.

12 Unless there are comments from my colleagues, I
13 welcome a motion from Commissioner McAllister on Item 15.

14 COMMISSIONER MCALLISTER: Move Item 15.

15 CHAIR HOCHSCHILD: Is there a second from
16 Commissioner Gallardo?

17 COMMISSIONER GALLARDO: I second.

18 CHAIR HOCHSCHILD: All in favor, say aye.
19 Commissioner McAllister?

20 COMMISSIONER MCALLISTER: Aye.

21 CHAIR HOCHSCHILD: Commissioner Gallardo?

22 COMMISSIONER GALLARDO: Aye.

23 CHAIR HOCHSCHILD: And I vote aye as well. Item
24 15 passes three-zero.

25 At this point, we'll return back to Item 7, the

1 2024 Integrated Energy Policy Report Update.

2 And welcome back, Raquel Kravitz.

3 MS. KRAVITZ: Good afternoon, Chair and
4 Commissioners. Staff is requesting your approval of the
5 2024 Integrated Energy Policy Report, or the 2024 IEPR
6 Update for short. I'm Raquel Kravitz, the IEPR Project
7 Manager. I'm joined by two of the lead authors, Danielle
8 Mullany and Jake McDermott, who will present on their
9 respective topics.

10 Next slide, please. Thank you.

11 The Energy Commission is required by statute to
12 assess major energy trends and issues facing the state's
13 electricity, gas, and transportation fuel sectors, with
14 updates on even number years, as is the case for the report
15 being considered for adoption today. This report developed
16 policies to advance clean, reliable, and affordable energy
17 systems with benefits that reach all Californians.

18 Next slide, please. Thanks.

19 The report was developed under the leadership of
20 Chair Hochschild and Vice Chair Gunda.

21 Chapter 1 is on the California energy demand
22 forecast. Since the 2024 IEPR forecast results were
23 presented and adopted at the January 25 business meeting,
24 we won't go over those results today. Chapter 2 is on the
25 feasibility, cost, and benefits of wave and tidal energy.

1 There is also an appendix on Western electricity markets
2 progress toward integration and coordination.

3 Next slide, please.

4 The 2024 IEPR Update reflects inputs and analysis
5 from a broad array of people and organizations engaged in
6 the process. The Energy Commission sought input from
7 industry experts, the public, and sister agencies
8 throughout the report development process. We greatly
9 appreciate their participation.

10 We held seven workshops and one webinar. Again,
11 we want to thank the workshop participants, both panelists
12 and the public, for their time and contribution for this
13 report. The public had opportunities to comment on each
14 workshop and on the draft report that was made available on
15 November 2024. The final report that is under
16 consideration today was posted on September 25, 2025.

17 The final 2024 IEPR Update reflects the following
18 changes to the draft.

19 It incorporates the final results on the 2024
20 California Energy Demand Forecast that, as I mentioned
21 earlier, was adopted in January 2025.

22 The final report also includes a summary of the
23 January 2025 workshop on Western electricity markets and
24 changes made in response to the public comments on the
25 draft report.

1 Last, an errata to make minor clarifications to
2 the Forecast chapter in response to public comments was
3 posted yesterday.

4 Staff is requesting that you adopt the 2024 IEPR
5 Update with errata docketed yesterday, October 7th. Staff
6 also asks that you approve the staff recommendation that
7 the report is not a project under CEQA or, in the
8 alternative, if it's deemed to be a project, it is exempt
9 from CEQA.

10 So with that, we will now provide a high-level
11 summary of some of the key findings, starting with Danielle
12 Mullany.

13 Next slide, please.

14 MS. MULLANY: Good afternoon, Commissioners. I'm
15 Danielle Mullany with the CEC's Siting, Transmission, and
16 Environmental Protection Division, and I am the Technical
17 Lead on Senate Bill 605.

18 Next slide, please.

19 SB 605 was passed at the end of 2023 and directed
20 the CEC to evaluate the feasibility costs and benefits of
21 using wave and tidal as forms of clean energy in
22 California, and to do this in consultation with specified
23 state agencies, California Native American tribes, and
24 various stakeholders. Per the statute, this feasibility
25 evaluation is to be included in the 2024 IEPR Update and

1 covers important elements related to developing these
2 resources, which include the bulleted items listed on this
3 slide.

4 The image on the right is showing the first
5 onshore wave energy project in the United States installed
6 last month at the Port of Los Angeles. This 100-kilowatt
7 pilot project developed by Eco Wave Power is comprised of
8 eight wave energy converters attached to an existing wharf
9 to capture wave motion, which is then converted into
10 electricity.

11 Next slide, please.

12 To meet the requirements of SB 605, we worked
13 with consultants to produce a standalone report on the
14 feasibility evaluation that then informed the findings and
15 recommendations in the IEPR chapter on Wave and Tidal
16 Energy. The consultant report was compiled in consultation
17 with other state agencies, and a draft report was released
18 in July of 2024, followed by an IEPR workshop in August of
19 2024, and a public comment period. The final consultant
20 report was published in November of 2024, followed by the
21 publication of the IEPR Update.

22 A high-level summary of the findings from this
23 evaluation include that wave and tidal energy are still an
24 emerging industry. Challenges exist to reach commercial-
25 scale deployment. Some of those challenges include

1 advancing technologies, the potential for complex and
2 lengthy project permitting, a lack of understanding of
3 potential environmental impacts, and cost competitiveness
4 with other renewable resources. However, opportunities do
5 exist in California for small-scale pilot projects and
6 distributed energy resource applications that could serve
7 energy needs at nearby ports, coastal communities, and
8 other energy users along the coast.

9 And that is the extent of the work related to the
10 2024 IEPR Update, but I did want to highlight that we are
11 continuing to work on meeting additional reporting
12 requirements of SB 605 with items that were not required to
13 be in the IEPR. We are currently working on the final SB
14 605 deliverable, which is a comprehensive report to the
15 governor and legislature that will contain a summary of the
16 IEPR findings and a summary of Sea Space analysis findings,
17 as well as considerations that could help facilitate wave
18 and tidal energy development in California. And this final
19 report will include a public process and will be brought to
20 a future business meeting.

21 And that concludes my presentation. I will hand
22 it off to Jake for the next topic.

23 MR. MCDERMOTT: Thank you. My name is Jake
24 McDermott, and I'm the Western Lead within the Energy
25 Assessments Division.

1 Next slide, please.

2 The index to the 2024 IEPR Update is a summary of
3 a January 2025 workshop that we held on Western electricity
4 markets. We hosted that workshop for a full day and
5 featured several panels discussing the Pathways Initiative
6 and ongoing work to increase coordination and integration
7 of Western electricity systems. Pathways is the latest
8 form of greater regionalization, and many panels touched on
9 what made it different compared to prior efforts.

10 I provided an opening presentation on the Western
11 electricity markets, while Carl Linvill of the Regulatory
12 Assistance Project, or RAP, gave a primer on the Pathways
13 Initiative.

14 From there, we heard from a panel of Western
15 regulators on their involvement in the Pathways Initiative
16 and the clear regional benefits it could provide to their
17 jurisdictions and customers.

18 We heard from a panel of diverse stakeholder
19 interests, including environmental groups, labor, and
20 consumer advocates, principally about what was different
21 about Pathways that perhaps softened higher opposition.

22 From there, we hosted a conversation with market
23 participants, folks who would participate in the market on
24 behalf of their customers. This included representation
25 from the CCAs, POUs, and IOUs.

1 And finally, the CEC heard from the Brattle Group
2 and Stanford on their research estimating the financial and
3 reliability benefits of a larger, more integrated market
4 footprint.

5 This was a profoundly successful workshop and
6 served to highlight some very important work.

7 This concludes my portion of the presentation. I
8 will now turn it back to Raquel.

9 MS. KRAVITZ: Thank you, Jake.

10 Before concluding, we would like to thank Chair
11 Hochschild and Vice Chair Gunda for their leadership and
12 support throughout the report development process.

13 I also wanted to recognize Sandra Nakagawa, who
14 is the IEPR Director. I'm presenting today because she
15 isn't available here. Her leadership is greatly
16 appreciated.

17 And I wanted to do a quick shout-out to Heather
18 Raitt. Thank you for coming back and helping.

19 Developing the Energy Policy Report is a huge
20 team effort. In addition to those of us presenting today,
21 there are many others who made important contributions, as
22 is reflected in the extensive list of staff in the
23 acknowledgement page of the report.

24 Finally, staff requests that you adopt the final
25 2024 IEPR Update, incorporating the changes detailed in the

1 errata docketed yesterday, October 7th. Staff also asks
2 that you approve the staff recommendation that the report
3 is not a project under CEQA or, in the alternative, if it
4 is deemed to be a project, it is exempt from CEQA.

5 That concludes our presentation.

6 In addition to staff presenting today, Renee
7 Webster-Hawken from the Chief Counsel's Office is available
8 to address any questions.

9 Thank you.

10 CHAIR HOCHSCHILD: Thank you so much, Raquel.

11 Let's go to public comment.

12 MR. YOUNG: Thank you, Chair.

13 The Commission now welcomes public comment on
14 Item 7.

15 If you are in the room, please use the QR code
16 posted in the back. If you're on Zoom, please click the
17 raise-hand feature on your screen. And if you're on the
18 phone, press star nine to raise your hand.

19 We do not have any commenters in the room, Chair,
20 and there is one on Zoom.

21 Leanne Bober, I'm going to unmute your line.
22 Please spell your name for the record, state your
23 affiliation, and we welcome your public comment.

24 MS. BOBER: Great. Thank you. My name is Leanne
25 Bober. Good afternoon. I'm speaking on behalf of the

1 California Community Choice Association, or CALCCA.

2 Spelling of my name is L-E-A-N-N-E B-O-B-E-R.

3 CALCCA appreciates the work of the Commission to
4 establish the 2024 Demand Forecast and the 2024 IEPR Report
5 Update. We want to acknowledge the leadership of CEC Chair
6 Hochschild and Vice Chair Gunda on the 2024 IEPR and the
7 work of the CEC IEPR staff.

8 Today, we want to address next steps addressed in
9 the report as the Commission continues its work on the 2025
10 IEPR.

11 As noted in detail in CALCCA comments on an
12 August 6, 2025 workshop on the demand forecast, CALCCA
13 encourages the Commission to establish a focused procedural
14 track in the IEPR with a dedicated work stream to improve
15 system demand forecasting and allocation to load serving
16 entities. We recommend three issues be addressed in that
17 track.

18 First, given the forecast forms the basis of LSE
19 resource adequacy and integrated resource planning
20 requirements, the process could benefit from increased
21 transparency and collaboration with all stakeholders,
22 including community choice aggregators. Greater detail on
23 inputs, assumptions, and uncertainties will enable
24 stakeholders to engage more fully and better contribute to
25 the integrity of the final system forecast.

1 Second, improvements can be found in addressing
2 new data centers and other large loads which have become a
3 key driver for both developing the forecast and allocating
4 the forecast among LSEs. The process today centers on
5 input provided by IOUs, despite the growth of CCAs and
6 their role as default providers of generation service in
7 their service territories.

8 Finally, the process of allocating the demand
9 forecast among LSEs, as well as the treatment of
10 adjustments requested for individual LSE allocations, would
11 also benefit from clarification.

12 CALCCA appreciates the ability to comment today.
13 Thank you.

14 MR. YOUNG: Thank you so much.

15 Chair, that appears to conclude public comment
16 for this item. Back to you.

17 CHAIR HOCHSCHILD: Okay. With that, I would,
18 unless there's additional comments from my colleagues,
19 invite a motion from Commissioner McAllister.

20 COMMISSIONER MCALLISTER: Move Item 7.

21 CHAIR HOCHSCHILD: Is there a second from
22 Commissioner Gallardo?

23 COMMISSIONER GALLARDO: I second.

24 CHAIR HOCHSCHILD: All in favor, say aye.

25 Commissioner McAllister?

1 COMMISSIONER MCALLISTER: Aye.

2 CHAIR HOCHSCHILD: Commissioner Gallardo?

3 COMMISSIONER GALLARDO: Aye.

4 CHAIR HOCHSCHILD: And I vote aye as well. Item
5 passes unanimously three-zero.

6 We'll turn now to Item 13, Applications for Open
7 Data to Support Climate Resilience in California's
8 Electricity Sector.

9 And I welcome Aryana Sherzai to present.

10 MS. SHERZAI: Good afternoon, Chair, Vice -- oh,
11 Vice Chair's gone -- Chair and Commissioners. My name is
12 Aryana Sherzai, and I'm an Energy Transition Specialist in
13 the Energy Research and Development Division. And today,
14 I'm requesting approval of four research agreements
15 intended to advance climate resilience in California's
16 electricity sector.

17 Next slide, please.

18 Under this EPIC research opportunity, we
19 solicited three groups of research to advance open-source
20 climate and wildfire tools for electricity sector
21 resilience, including enhanced near-term wildfire
22 forecasting to support situational awareness, a wildfire
23 planning tool that considers longer-term risk under climate
24 change, and new web-based tools and visualizations on Cal-
25 Adapt that portray the latest generation of downscaled

1 climate projections.

2 The four proposed agreements to achieve these
3 outcomes will be funded for \$5.4 million, and each will be
4 leveraging prior EPIC-funded data products.

5 Next slide, please.

6 The anticipated benefits from the proposed
7 projects include reduced health and safety risks associated
8 with climate-related service disruptions due to better
9 informed adaptation and resilience planning, protection of
10 ratepayers from the costs of post-disaster liability,
11 recovery, and outages, avoided environmental impacts such
12 as smoke and greenhouse gases from wildfire, and
13 appropriate mitigation in and outreach to affected and at-
14 risk communities.

15 Next slide, please.

16 Our first project is with Lawrence Livermore
17 National Security. Lawrence Livermore will be advancing
18 near-term wildfire risk predictions and risk assessments by
19 using AI to rapidly downscale weather forecasts, and
20 coupling these with up-to-date high-resolution live fuel
21 moisture data and calibrated active fire models. And this
22 innovative project will build capacity for short- and
23 medium-range forecasting, and leverage millions of dollars
24 in private investment in the machine learning models they
25 will use.

1 These cutting-edge advancements will be designed
2 to support investor-owned utilities' wildfire mitigation
3 planning and real-time response.

4 Next slide, please.

5 Our second project will be with Spatial
6 Informatics Group. Under this agreement, SIG will be
7 upgrading the PyreCast platform, which is an EPIC-funded
8 open-source platform that offers near-term forecasts for
9 ignition risk, fire weather, and active fire spread. And
10 through this new agreement, upgrades to PyreCast will
11 include integration of cutting-edge fire behavior models,
12 near-real-time satellite data, and probabilistic risk
13 visualization.

14 The improvements in spatial and temporal accuracy
15 of PyreCast wildfire spread predictions as a result of
16 these efforts will enhance electric utilities' situational
17 awareness and enable faster, more informed decisions during
18 wildfire events.

19 Next slide, please.

20 UCLA will be leading the third project to develop
21 an open-source, long-term wildfire planning tool. This
22 tool will model wildfire risk both to and from utility
23 infrastructure as wildfire conditions evolve over time
24 under climate change. UCLA will also develop an
25 effectiveness module to estimate the impact of different

1 mitigation techniques on ignition probability and customer
2 reliability.

3 The insights gleaned from this new resource will
4 be designed to support more cost-effective utility
5 planning, both for wildfire mitigation and capacity
6 expansion. And this, in turn, can ease ratepayer burden
7 associated with utility-ignited wildfires, as well as
8 infrastructure damage.

9 Next slide, please.

10 Lastly, Eagle Rock Analytics will be leading our
11 fourth project. Under this agreement, the Cal-Adapt Data
12 Explorer, a highly utilized open-source climate data
13 platform funded by EPIC, will be enhanced with new user-
14 friendly climate tools and visualizations that portray the
15 latest generation of California's downscaled climate
16 projections. And the new tools and visualizations will
17 deliver climate data in the social, geographic, and
18 climatological context that's relevant to utility planning
19 and outreach needs.

20 Eagle Rock Analytics will also pre-format the
21 data to support machine learning models and leverage
22 machine learning advances to ensure users can navigate the
23 data explorer with ease.

24 Next slide, please.

25 Staff recommend approval of these agreements and

1 adoption of staff's determination that these projects are
2 exempt from CEQA. Staff, including myself, are available
3 for any questions you may have.

4 And this concludes my presentation.

5 CHAIR HOCHSCHILD: Good job, Aryana. Is this
6 your first time presenting to us?

7 MS. SHERZAI: Yep.

8 CHAIR HOCHSCHILD: Well, you did great. You did
9 great.

10 Let's go to public comment on Item 13.

11 MR. YOUNG: The Commission now welcomes public
12 comment on Item 13.

13 If you are in the room, please use the QR code
14 posted at the back. If you're on Zoom, click the raised-
15 hand feature on your screen. And if you're joining by
16 phone, press star 9 to raise your hand. We'll give it just
17 a second here.

18 Chair, we don't have anyone in queue. Back to
19 you.

20 CHAIR HOCHSCHILD: Okay. Well, this all looks
21 terrific. And in the interest of time, I would suggest,
22 unless there's comment, we move it.

23 Commissioner Gallardo, would you be willing to
24 move Item 13?

25 COMMISSIONER GALLARDO: I move to approve Item

1 13.

2 CHAIR HOCHSCHILD: Is there a second from
3 Commissioner McAllister?

4 COMMISSIONER MCALLISTER: Second.

5 CHAIR HOCHSCHILD: All in favor, say aye.

6 Commissioner Gallardo?

7 COMMISSIONER GALLARDO: Aye.

8 CHAIR HOCHSCHILD: Commissioner McAllister?

9 COMMISSIONER MCALLISTER: Aye.

10 CHAIR HOCHSCHILD: And I vote aye as well. Item
11 13 passes unanimously three to zero.

12 It will turn now to Item 14, Community Energy
13 Reliability and Resilience Investment Program.

14 Welcome to Alana.

15 MR. WEBRE: Hi. Hello. Can everyone hear me?
16 Oh, okay. Can you hear me now? Amazing.

17 Hi. Good afternoon, Chair, Vice Chair, and
18 Commissioners. My name is Alana Webre, and I'm an Energy
19 Resilience Analyst in the Sustainability and Resilience
20 Branch of ERDD. And I'm presenting two agreements
21 recommended for award under the Community Energy
22 Reliability and Resilience Investment Program with the City
23 of Anaheim Public Utilities and SMSCA MG17C LLC, a wholly
24 owned subsidiary of Scale Microgrid Solutions, which moving
25 forward I will refer to as Scale.

1 Next slide, please.

2 So the CERRI Program is federally funded by the
3 Infrastructure Investment and Jobs Act, also known as the
4 Bipartisan Infrastructure Law, section 40101(d), Grid
5 Resilience Formula Funding to States and Tribes. This
6 legislation was written to provide a total of \$62 billion
7 to U.S. states and tribes to build an equitable clean
8 energy future. California has been awarded \$106 million
9 thus far, and if funding continues, expects to receive
10 approximately \$180 million in total.

11 CERRI is a competitive grant program that
12 primarily funds grid hardening projects that reduce the
13 frequency and duration of power outages for communities
14 across California and strengthens those communities'
15 ability to function during power outages. Additionally,
16 projects can enhance electric system adaptive capacity to
17 prevent outages.

18 And next slide, please.

19 The program's first round of funding closed in
20 October 2024. We had approximately \$64 million available
21 in funding and intend to fund around \$50 million in
22 projects. Projects must increase community energy
23 reliability and resilience, support California's energy
24 policies and goals, provide community benefits, and create
25 quality jobs.

1 Round one proposed four projects for award, and
2 three of those projects have been approved by the U.S.
3 Department of Energy. The City of Anaheim Public Utilities
4 and Scale projects were approved in June 2025. A
5 PacifiCorp project was approved at the August business
6 meeting. And a SMUD project is still undergoing review for
7 DOE approval.

8 Next slide, please.

9 So the agreement with Scale will support the
10 installation of the non-generation components of a solar PV
11 and battery energy storage microgrid at the Santa Barbara
12 City College campus, which will serve as a community
13 resiliency hub. Because the legislation governing the
14 CERI Program prohibits funding for non-generation, the
15 funding will be applied to the battery energy storage and
16 switch gear components. This project will enhance SBCC's
17 reliability and resilience for the community and improve
18 system adaptive capacity during disruptive events.

19 The diagram on the right illustrates the
20 community resiliency hub schematics.

21 And next slide.

22 So there are several anticipated benefits
23 associated with this project. There's a very high need for
24 improved energy reliability and resilience in Santa
25 Barbara. The grid in Santa Barbara County experiences more

1 than twice the average duration and frequency of
2 interruptions than the Southern California Edison average.
3 The area ranks in the FEMA's 99.4th percentile for natural
4 disaster risk and is particularly vulnerable to electric
5 grid disruptions due to a single transmission line crossing
6 40 miles of hazardous terrain prone to wildfires,
7 earthquakes, and landslides. This project will prevent
8 power outages on the SBCC campus by providing supplemental
9 energy during outage events.

10 Second, the system will support the grid during
11 peak demand periods by utilizing batteries to store solar
12 energy during the day and release it during periods of high
13 demand.

14 Third, Santa Barbara city college will establish
15 a climate resiliency center that will provide emergency
16 services, such as power and shelter to the local community
17 during climate change induced extreme weather. The project
18 will utilize an existing disaster relief agreement with the
19 American Red Cross and the County of Santa Barbara Office
20 of Emergency Management to ensure that SBCC has the
21 electricity to provide potentially life-saving cooling,
22 heating and electrical resources during extreme weather
23 events.

24 Finally, the project will also benefit the local
25 workforce by creating union supported jobs and internships.

1 Next slide.

2 Our second agreement is with the City of Anaheim
3 Public Utilities and will fund the replacement of up to 40
4 aging pad-mounted vacuum distribution switches, which are
5 responsible for regulating and directing the flow of
6 electricity to consumers. Anaheim's current switches are
7 not automated leading to prolonged outage durations and
8 delayed service restoration. The area currently
9 experiences between 150 and 180 outages annually with
10 repair times stretching to over 1,000 hours.

11 The project also funds the implementation of
12 advanced automation technology to enhance the grid's
13 operational efficiency and its ability to withstand extreme
14 weather events and other disruptions.

15 The map on the right-hand side of the slide shows
16 the switch upgrade locations in the City of Anaheim.

17 Next slide.

18 And the project contains many anticipated
19 benefits.

20 First, the project reduces outage frequency and
21 duration by utilizing newer, more reliable switches that
22 enable quicker fault detection that are expected to reduce
23 outage restoration time from an average of 60 to 90 minutes
24 to 10 minutes or less.

25 And secondly, the project supports grid

1 modernization by replacing outdated unreliable equipment
2 with modern counterparts that enhance performance and
3 durability, allowing them to operate more efficiently under
4 stress.

5 Third, the current switches use SF6 gas to
6 operate, which is a greenhouse gas 23,500 times more potent
7 than CO2. So replacing these switches is estimated to
8 eliminate 700 pounds of harmful SF6 gas.

9 And lastly, the project is anticipated to create
10 up to 13 new positions with strong labor standards and
11 protections, including apprenticeships and internships.

12 And next slide, please.

13 And the staff recommends approval of the City of
14 Anaheim Public Utilities and Scale grant agreements under
15 the CERRI Program and adoption of staff's determination
16 that the projects are exempt from CEQA.

17 And I'm available for any questions. And this
18 concludes my presentation. Thank you.

19 CHAIR HOCHSCHILD: Thank you so much.

20 Let's go to public comment on Item 14.

21 MR. YOUNG: Thank you.

22 The Commission now welcomes public comment on
23 Item 14.

24 If you're in the room, please use the QR code
25 posted in the back. If you're on zoom, please click the

1 raised-hand feature on your screen. And if you're joining
2 by phone, please press star nine to raise your hand.

3 Chair, I'm not seeing anyone in the room or
4 online in queue.

5 CHAIR HOCHSCHILD: All right.

6 MR. YOUNG: Back to you.

7 CHAIR HOCHSCHILD: Well, this seems very
8 straightforward and like a terrific set of projects. So
9 please support, unless there's discussion.

10 Yes, please. Go ahead.

11 COMMISSIONER GALLARDO: Quick question.

12 For the or the APU project. How many jobs did
13 you say would create?

14 MR. WEBRE: Oh, for APU, it's four
15 apprenticeships, four internships and five jobs.

16 COMMISSIONER GALLARDO: Ah, got it. Okay. Thank
17 you.

18 CHAIR HOCHSCHILD: Would you be willing to move
19 the item Commissioner?

20 COMMISSIONER GALLARDO: Yes, I will move --

21 CHAIR HOCHSCHILD: Appreciate it.

22 COMMISSIONER GALLARDO: -- move to approve Item
23 14.

24 CHAIR HOCHSCHILD: is there a second?

25 COMMISSIONER MCALLISTER: Every little bit helps.

1 Second.

2 CHAIR HOCHSCHILD: Okay, all in favor, say aye.

3 Commissioner Gallardo?

4 COMMISSIONER GALLARDO: Aye.

5 CHAIR HOCHSCHILD: Commissioner McAllister.

6 COMMISSIONER MCALLISTER: Aye.

7 CHAIR HOCHSCHILD: And I vote as well. Item 14
8 passes three to zero.

9 We will turn now to Item 16, Lead Commissioner
10 Reports. Can I suggest, we have half our group out, that
11 we, unless you have something really burning --

12 COMMISSIONER MCALLISTER: I have one very quick
13 thing.

14 CHAIR HOCHSCHILD: Okay, so very brief would be
15 good, yeah. This is Lead Commissioner Reports, so anything
16 really brief, did you want -- or did you --

17 COMMISSIONER MCALLISTER: I just wanted to -- you
18 know, well, we did the celebration of the 50th in Bob
19 Weissenmiller's name.

20 CHAIR HOCHSCHILD: Yeah.

21 COMMISSIONER MCALLISTER: And I just wanted to
22 let everyone know that there was a Celebration of Life on
23 September 29th in Berkeley. And it really did round out a
24 period of active mourning, I think, just by all Bob's
25 friends and colleagues and loved ones all together in one

1 room reminiscing about their love of Bob. And it was
2 meaningful to be there. And I felt like I was kind of
3 carrying a bunch of people in the room with me with a lot
4 of Bob's loved ones and long-term friends and colleagues.

5 So anyway, we still miss Bob, but that was a very
6 touching and very appropriate and heartwarming celebration
7 of Bob's life.

8 CHAIR HOCHSCHILD: Yeah, well said. And thank
9 you for representing the CEC there.

10 Commissioner?

11 COMMISSIONER GALLARDO: Yeah, I had a deck, not
12 surprising, like I usually do, but I'm going to skip it.

13 CHAIR HOCHSCHILD: Okay.

14 COMMISSIONER GALLARDO: I'll skip it. I did want
15 to --

16 CHAIR HOCHSCHILD: How about do it next month
17 when our colleagues are back?

18 COMMISSIONER GALLARDO: There's too much stuff,
19 (indiscernible), so it's okay.

20 But thank you, Commissioner McAllister for
21 highlighting the tribute to former Chair Weisenmiller. I
22 didn't do that earlier today, so I'm so glad that you
23 brought that up. That was a very important part.

24 I wanted to make sure we thanked our Tribal
25 Affairs Team in PAO-Plus (phonetic) led by Sierra Graves

1 for helping with California Native American Day. So they
2 participated in California Native American Day. They did a
3 crafts table where they have people decorate a light switch
4 cover that serves as a reminder to turn off the lights when
5 they're not using them; right? We also got to think about
6 conservation. And I wanted to highlight them because they
7 did that. And they also assisted with additional
8 activities because the Native American Heritage Commission
9 was in need of support. So they did a great job.

10 And I also wanted to remind everybody that we
11 have assistant tribal liaisons throughout all of the
12 divisions and the support offices as well. And they also
13 contributed and played a role. I had a picture of Mithra
14 from ERDD and Aleecia from Energy Efficiency there to
15 serve.

16 And so I think it's just a great reflection of
17 how important the working with tribes is to the Energy
18 Commission and our staff helps us do that. So big thank
19 you to Sierra and the team and also to all of our assistant
20 tribal liaisons.

21 CHAIR HOCHSCHILD: Great. Thank you.

22 Just really want to say thank you to you,
23 Commissioner, for leading that amazing 50th Anniversary
24 Symposium, and to everyone who participated.

25 And also yesterday we had in this room a

1 wonderful EPIC Symposium. I think 800 people all together
2 throughout the course of the day.

3 I had an amazing Climate Week last week, which
4 I'll share more about, I think, next month, but suffice it
5 to say a lot of interest in California's leadership role.
6 The governor was terrific.

7 With that, we'll turn to Item 17, Executive
8 Director's Report.

9 EXECUTIVE DIRECTOR BOHAN: No report. Thank you.
10 CHAIR HOCHSCHILD: Item 18, Public Advisor's
11 Report.

12 MR. YOUNG: Just quickly, Chair, the next
13 Disadvantaged Communities Advisory Group meeting is on
14 October 17th, 2025 at 1:00 p.m. And staff's going to
15 present on the update to the 2028 California Energy Code,
16 including impacts of AB 130 on updates to residential
17 buildings. They're also going to hear about the 2025-26
18 Clean Transportation Investment Plan update, which will
19 highlight proposed funding allocations and priorities to
20 accelerate California's transition to zero emission
21 vehicles. Members may also begin preliminary discussions
22 on honing their priority areas for 2026.

23 Thank you.

24 CHAIR HOCHSCHILD: Thank you.

25 Item 19, Chief Counsel's Report.

1 MR. RANCHOD: Quick report today, Chair.

2 Organizational update within the Chief Counsel's Office.

3 I'm pleased to announce that Lisa DeCarlo is now
4 serving as our first Deputy Chief Counsel. This new
5 position is going to help the Chief Counsel lead and manage
6 our legal team and be responsible for directing and
7 coordinating work within three of CCO's four legal units.

8 Lisa is a great fit for this Deputy Chief Counsel
9 role. She's successfully handled a wide variety of issues
10 and challenges during her 25 years with CCO, where she's
11 held positions from the Attorney I level through Acting
12 Chief Counsel, including most recently as Assistant Chief
13 Counsel of our Hearing and Advisory Unit.

14 Second, I'm pleased to announce that Allan Ward
15 is now our Senior Assistant Chief Counsel. It's in
16 recognition of the leadership that Allan provides to CCO,
17 both as head of our Regulatory and Advisory Unit and as a
18 key member of our CCO Management Team. Allan also has
19 served as Acting Chief Counsel and previously served as
20 Assistant Chief Counsel for our Transactions Unit.

21 Lisa and Allan, we're so grateful for your many
22 contributions during more than 48 years of collective
23 service to this agency. And I especially appreciate both
24 of you helping me navigate this deep learning curve over
25 the past six months since I joined CEC. I look forward to

1 your continued leadership in the Chief Counsel's Office.

2 TH concludes my report.

3 CHAIR HOCHSCHILD: Well, thank you. And I just
4 want to echo on behalf of all of us, congratulations both
5 to Lisa and Allan. You've been amazing. And I would say
6 you can't go anywhere without the Chief Counsel's Office.
7 And I mean that literally, because Sanjay is my ride home
8 today.

9 So with that, we are adjourned. Thanks
10 everybody.

11 (The meeting adjourned at 3:39 p.m.)

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CERTIFICATE OF REPORTER

I do hereby certify that the testimony in the foregoing hearing was taken at the time and place therein stated; that the testimony of said witnesses were reported by me, a certified electronic court reporter and a disinterested person, and was under my supervision thereafter transcribed into typewriting.

And I further certify that I am not of counsel or attorney for either or any of the parties to said hearing nor in any way interested in the outcome of the cause named in said caption.

IN WITNESS WHEREOF, I have hereunto set my hand this 28th day of January, 2026.



MARTHA L. NELSON, CERT**367

CERTIFICATE OF TRANSCRIBER

I do hereby certify that the testimony in the foregoing hearing was taken at the time and place therein stated; that the testimony of said witnesses were transcribed by me, a certified transcriber and a disinterested person, and was under my supervision thereafter transcribed into typewriting.

And I further certify that I am not of counsel or attorney for either or any of the parties to said hearing nor in any way interested in the outcome of the cause named in said caption.

I certify that the foregoing is a correct transcript, to the best of my ability, from the electronic sound recording of the proceedings in the above-entitled matter.



MARTHA L. NELSON, CERT**367

January 28, 2026