

DOCKETED

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May 8, 2026 Advisory Committee Meeting for the Clean Transportation Program—Automated transcript with light corrections

Zoom recording available at the event webpage:

<https://www.energy.ca.gov/event/2026-05/public-meeting-advisory-committee-clean-transportation-program-investment-plan>

Advisory Committee members who attended remotely:

Commissioner Nancy Skinner

Gillian Gillett

Beverly Greene

Larry Engelbrecht

Bill Magavern

Laura Renger

Brittany Carpenter

Mars Wu

Christopher Grundler

Micah Mitrosky

Daniel Ferguson

Nick Blair

Elise Candelaria

Ted Lamm

Gia Vacin

Vanessa Warheit

WEBVTT

1

00:00:01.080 --> 00:00:02.799

CEC IT - AUDIO: We're now live and recording.

2

00:00:03.310 --> 00:00:12.640

Charles Smith (CEC): Good afternoon, everyone. We're going to wait another minute or two for advisory committee members and members of the public to continue logging in, and then we'll get started. Thanks for joining us.

3

00:07:47.450 --> 00:07:57.290

Charles Smith (CEC): Again, folks on the Zoom, bear with us just another minute or two. We're working out a logistical question. Thanks.

4

00:10:01.890 --> 00:10:25.970

Charles Smith (CEC): All right, thank you for bearing with us. Good afternoon, everyone. I think we can get started. Thank you so much for joining us today. This is the public meeting of the Advisory Committee for the Clean Transportation Program Investment Plan. It's great to see everyone online and in the room. My name is Charles Smith, and I'm a branch manager within the California Energy Commission's Fuels and Transportation Division.

5

00:10:27.660 --> 00:10:45.239

Charles Smith (CEC): I'm also joined by Marissa Williams, my co-presenter from the Fuels and Transportation Division, as well as other CEC staff who have contributed to today's materials. We're also expecting that Commissioner Skinner will join as soon as we've worked out a logistical challenge.

6

00:10:45.380 --> 00:10:46.910

Charles Smith (CEC): Next slide, please.

7

00:10:51.310 --> 00:11:02.100

Charles Smith (CEC): Just a couple housekeeping items before we begin. This meeting is being recorded. Virtual participation is possible through the Zoom or via telephone.

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00:11:02.380 --> 00:11:12.150

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

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00:11:12.420 --> 00:11:21.949

Charles Smith (CEC): Also listed here is a link to where you can file a public comment on the investment plan. We ask for those comments by Friday, May 22nd, at 5pm.

10

00:11:22.110 --> 00:11:27.449

Charles Smith (CEC): And I think we're getting those links into the Zoom chat now for those online.

11

00:11:28.400 --> 00:11:29.790

Charles Smith (CEC): Next slide, please.

12

00:11:32.490 --> 00:11:55.979

Charles Smith (CEC): Here's a quick rundown of today's agenda. We'll start with our advisory committee member roll call. We'll then provide background on the Clean Transportation Program and an overview of the 2026-2027 Investment Plan Update staff draft, followed by advisory committee discussion. I think we'll try to squeeze in opening remarks from Commissioner Skinner

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00:11:55.980 --> 00:11:58.860

Charles Smith (CEC): Once we have that logistical issue ironed out.

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00:11:59.550 --> 00:12:05.189

Charles Smith (CEC): And finally, we'll have a public comment period later in the afternoon, and the

15

00:12:05.350 --> 00:12:08.430

Charles Smith (CEC): Excuse me, and then conclude with closing remarks.

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00:12:08.890 --> 00:12:10.270

Charles Smith (CEC): Next slide, please.

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00:12:12.010 --> 00:12:29.270

Charles Smith (CEC): All right, we'll do a quick roll call of advisory committee members. I'll be reading through the members' names and organizations. Please unmute yourself if on Zoom. If you're here in the room, please just tap your microphone button and identify yourself.

18

00:12:30.120 --> 00:12:39.920

Charles Smith (CEC): And, chime in with here or present to let us know. So, Commissioner Skinner hopefully will be joining us soon. Beverly Greene, are you there?

19

00:12:39.920 --> 00:12:41.170

Beverly Greene, Santa Clara VTA: Yes, here.

20

00:12:41.440 --> 00:12:44.430

Charles Smith (CEC): Great, thank you. Bill Magavern?

21

00:12:44.980 --> 00:12:46.030

Bill Magavern: I'm here.

22

00:12:47.290 --> 00:12:59.029

Charles Smith (CEC): Thank you. Oh, sorry, I should be reading the names and organizations. So it's Beverly Greene, Santa Clara Valley Transportation Authority, Bill Magavern Coalition for Clean Air, Brittany Carpenter, Fresno Metro Black Chamber of Commerce.

23

00:12:59.500 --> 00:13:00.310

Brittany Carpenter: Present.

24

00:13:00.790 --> 00:13:04.890

Charles Smith (CEC): Thank you. Christopher Grundler, California Air Resources Board.

25

00:13:05.290 --> 00:13:06.210

Christopher Grundler: Present.

26

00:13:06.440 --> 00:13:09.959

Charles Smith (CEC): Thank you. Daniel Ferguson, Christ Temple Cathedral.

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00:13:11.760 --> 00:13:12.490

Daniel Ferguson: Here.

28

00:13:13.040 --> 00:13:16.780

Charles Smith (CEC): Thank you. Elise Candelaria, Employment Training Panel.

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00:13:17.380 --> 00:13:18.200

Elise Candelaria, ETP: Here.

30

00:13:18.760 --> 00:13:23.309

Charles Smith (CEC): Thank you. Gia Vacin, Governor's Office of Business and Economic Development.

31

00:13:23.520 --> 00:13:24.290

Gia Vacin: Here?

32

00:13:24.690 --> 00:13:28.340

Charles Smith (CEC): Thank you. Gillian Gillett, Caltrans?

33

00:13:32.680 --> 00:13:40.190

Charles Smith (CEC): Gillian? Maybe not? Gregory Cane, California Hydrogen Car Owners Association.

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00:13:40.730 --> 00:13:41.580

Gregory Cane: Here.

35

00:13:41.920 --> 00:13:43.660

Charles Smith (CEC): Is that on?

36

00:13:44.050 --> 00:13:53.550

Charles Smith (CEC): Here. Yeah, thank you. Jennifer Cohen, Pacific Merchant Shipping Association? Here. Thank you. Joel Levin, Plugin America.

37

00:13:56.210 --> 00:13:57.070

Charles Smith (CEC): Joel?

38

00:13:58.750 --> 00:14:02.039

Charles Smith (CEC): Katrina Fritz, California Hydrogen Business Council.

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00:14:04.110 --> 00:14:06.529

Charles Smith (CEC): Katrina? No? Okay, next slide, please.

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00:14:08.050 --> 00:14:10.839

Charles Smith (CEC): Larry Engelbrecht, Engelbrecht Consulting.

41

00:14:13.690 --> 00:14:14.660

Charles Smith (CEC): Larry?

42

00:14:15.490 --> 00:14:20.360

Charles Smith (CEC): Laura Renger, California Electric Transportation Coalition.

43

00:14:20.560 --> 00:14:21.430

Laura Renger: Here.

44

00:14:21.770 --> 00:14:29.710

Charles Smith (CEC): Thank you. Luis Olmedo, Comite Civico de Valle? Here. Thank you. Mars Wu, Green Lining Institute?

45

00:14:29.900 --> 00:14:30.540

Mars Wu, Greenlining (they/she): Here.

46

00:14:31.030 --> 00:14:35.029

Charles Smith (CEC): Thank you. Micah Mitrosky, IBEW 9th District.

47

00:14:36.340 --> 00:14:37.200

Micah Mitrosky: Here.

48

00:14:37.380 --> 00:14:51.700

Charles Smith (CEC): Thank you. Michael Pimentel, California Transit Association? Here. Thank you. Morris Lum, Recreational

Boaters of California? Here. Thank you. Nick Blair, Nick Blair,
Association of California Water Agencies?

49

00:14:52.790 --> 00:14:56.680

Charles Smith (CEC): Thank you. Reverend Charles Dorsey, the
Dorsey Group?

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00:15:00.760 --> 00:15:02.020

Charles Smith (CEC): Reverend Dorsey?

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00:15:04.010 --> 00:15:07.840

Charles Smith (CEC): All right, Reverend Harvey Vaughn III,
Bethel AME Church.

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00:15:11.830 --> 00:15:13.119

Charles Smith (CEC): Reverend Vaughn?

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00:15:15.480 --> 00:15:19.239

Charles Smith (CEC): Okay. Sam Wilson, Union of Concerned
Scientists.

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00:15:24.270 --> 00:15:25.250

Charles Smith (CEC): Sam?

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00:15:25.850 --> 00:15:29.860

Charles Smith (CEC): No. Suzanne Caflisch, Better World Group.

56

00:15:35.150 --> 00:15:36.220

Charles Smith (CEC): Suzanne?

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00:15:37.030 --> 00:15:40.609

Charles Smith (CEC): Okay? Ted Lamm, UC Berkeley School of Law.

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00:15:40.780 --> 00:15:41.390

Ted Lamm: Here.

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00:15:41.870 --> 00:15:51.209

Charles Smith (CEC): Thank you. Teresa Bui, Pacific Environment? Here. Thank you. Vanessa Warheit, Electric Vehicle Charging for All Coalition.

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00:15:52.550 --> 00:15:53.230

Vanessa Warheit: Here.

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00:15:53.700 --> 00:15:58.530

Charles Smith (CEC): Great, thank you. Alright, at this point, we have a quorum.

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00:15:58.720 --> 00:16:01.749

Charles Smith (CEC): If we can proceed to the next slide..

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00:16:03.330 --> 00:16:08.179

Charles Smith (CEC): All right, just to reiterate, welcome to everybody. Thank you again for joining us.

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00:16:09.600 --> 00:16:22.889

Charles Smith (CEC): All right, and we'll now move on to the background on the Clean Transportation Program. Oh, sorry, next slide. Got ahead of myself. Now we'll get it to the Clean Transportation Program background.

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00:16:23.540 --> 00:16:25.559

Charles Smith (CEC): Alright, next slide.

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00:16:27.770 --> 00:16:52.299

Charles Smith (CEC): California is pursuing ambitious goals to protect public health, improve environmental quality, and reduce pollution. To meet these goals, the state is moving rapidly towards zero-emission transportation future. Achieving this depends on deploying enough charging and hydrogen refueling infrastructure built on time and in the right places to support the growing number of zero-emission vehicles. The CEC's Clean Transportation Program

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00:16:52.300 --> 00:17:02.459

Charles Smith (CEC): is one of the first transportation-focused funding programs created by the California Legislature to help achieve the state's climate policies and air quality goals.

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00:17:02.730 --> 00:17:16.090

Charles Smith (CEC): The Clean Transportation Program began over 15 years ago and provides about \$95 million per year in grants and incentives, mainly to accelerate the deployment of zero-emission vehicle infrastructure across the state.

69

00:17:16.599 --> 00:17:30.580

Charles Smith (CEC): In recent years, the Clean Transportation Program funding has been augmented by substantial appropriations from the General Fund and the Greenhouse Gas Reduction Fund, enabling significant progress towards California's clean transportation goals.

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00:17:30.750 --> 00:17:40.030

Charles Smith (CEC): We've had interest from our advisory committee on historical funding, so we've included this chart showing a breakdown of allocations from the past 10 years.

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00:17:40.220 --> 00:17:48.580

Charles Smith (CEC): It includes our Clean Transportation Program funds, as well as other supplemental funding sources, but it does not include federal funding.

72

00:17:49.280 --> 00:18:00.359

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

73

00:18:00.720 --> 00:18:12.939

Charles Smith (CEC): As of December of last year, 62% of Clean Transportation Program and Supplemental funds have gone toward projects located in low-income or disadvantaged communities. Next slide, please.

74

00:18:16.420 --> 00:18:23.360

Charles Smith (CEC): Now we'll share some updates on recent CEC ZEV infrastructure activities, starting with the light duty sector.

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00:18:23.950 --> 00:18:38.320

Charles Smith (CEC): As a quick note, we use different funding structures, requirements, and levels of oversight for different purposes. Broadly, much of our funding falls into two structures, targeted solicitations and block grant incentive programs.

76

00:18:39.060 --> 00:18:51.719

Charles Smith (CEC): Recent light-duty charging infrastructure deployment projects have focused on two block grant programs, the California Electric Vehicle Infrastructure Project, or CALeVIP 2.0, and Communities

77

00:18:51.960 --> 00:18:53.450

Charles Smith (CEC): Community's in charge.

78

00:18:54.170 --> 00:19:11.550

Charles Smith (CEC): CALeVIP 2.0 is focused on deploying public DC fast charging across the state. This block grant provided \$55 million in the most recent funding window, and prioritizes ready-to-build projects located in tribal, low-income, or disadvantaged communities.

79

00:19:12.180 --> 00:19:31.080

Charles Smith (CEC): Meanwhile, Communities in Charge is focused on deploying Level 1 and Level 2 chargers. The last funding wave, with \$56 million available, focused exclusively on multifamily housing and multifamily housing-related sites. Both of these funding windows closed in January of this year.

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00:19:31.800 --> 00:19:45.540

Charles Smith (CEC): As for upcoming funding opportunities, we're preparing to release the Electric Vehicle Hub Outreach Messaging and Equipment, or EV HOME, solicitation to fund organizations that'll provide education and outreach

81

00:19:45.540 --> 00:19:58.040

Charles Smith (CEC): support acquisition of EVs and EV chargers, and provide incentives for low... for single and multi-family home charging equipment, with a specific focus on residents of low-income and disadvantaged communities.

82

00:19:58.720 --> 00:20:12.600

Charles Smith (CEC): A total of \$10 million will be available for awards under this solicitation, with up to \$10 million in additional grant funding available in the future to complete a second phase of work for projects initially awarded.

83

00:20:12.980 --> 00:20:14.000

Charles Smith (CEC): Next slide.

84

00:20:18.150 --> 00:20:26.400

Charles Smith (CEC): The CEC has also released multiple targeted solicitations and block grant opportunities in the medium and heavy duty sector.

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00:20:26.480 --> 00:20:45.539

Charles Smith (CEC): We have 3 grant funding opportunities that closed in March, and proposed awards will be announced soon. These include a ports-focused solicitation that provided up to \$60 million in funds for projects that deploy charging or hydrogen refueling infrastructure for California seaports and land ports of entry.

86

00:20:46.210 --> 00:20:59.180

Charles Smith (CEC): Our depot infrastructure for on-road ZEV solicitation that provided up to \$30 million in funds for the deployment of depot charging and hydrogen refueling infrastructure for medium and heavy-duty on-road ZEVs.

87

00:20:59.460 --> 00:21:18.380

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

88

00:21:18.610 --> 00:21:25.439

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

89

00:21:26.090 --> 00:21:40.570

Charles Smith (CEC): The transit and drayage set-aside funding lanes remained open through most of 2025 and closed in October of last year. Nearly \$90 million was recently awarded to support ZEV infrastructure for transit and drayage projects.

90

00:21:40.580 --> 00:21:54.480

Charles Smith (CEC): Meanwhile, the megawatt charging standard pilot funding lane, specific to drayage projects, supported the purchase and installation of megawatt charging standard capable chargers, with \$10 million in funding.

91

00:21:54.930 --> 00:21:59.079

Charles Smith (CEC): This funding opportunity under EnergiIZE closed in February this year.

92

00:21:59.580 --> 00:22:11.440

Charles Smith (CEC): As for open funding opportunities, in April, we released the Reliable Electric Charging for Eligible School Bus Sites, or RECESS, solicitation, for public school bus infrastructure.

93

00:22:11.720 --> 00:22:19.570

Charles Smith (CEC): There are multiple funding lanes open, totaling \$22 million. The application deadline for this solicitation is June 5th.

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00:22:20.420 --> 00:22:21.720

Charles Smith (CEC): Next slide, please.

95

00:22:27.940 --> 00:22:29.400

Charles Smith (CEC): In April

96

00:22:29.660 --> 00:22:36.339

Charles Smith (CEC): We also released our latest hydrogen-specific solicitation, targeting all vehicle weight classes.

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00:22:36.790 --> 00:22:54.619

Charles Smith (CEC): \$21.2 million is dedicated specifically to light-duty hydrogen refueling infrastructure, and up to \$23.8 million is additionally dedicated to light, medium, and or heavy-duty hydrogen refueling infrastructure, totaling \$45 million available.

98

00:22:55.390 --> 00:23:12.680

Charles Smith (CEC): We also continue funding development of the workforce necessary to build and maintain ZEV infrastructure. One recent activity is developing our Electric Vehicle Infrastructure Training Program, or EVITP fund, in partnership with the California Employment Training Panel.

99

00:23:13.120 --> 00:23:29.039

Charles Smith (CEC): EVITP certification is required to work on many EV charging projects funded by the CEC, and this fund helps electricians to become certified. The revamped EVITP fund is anticipated to be open in the upcoming months.

100

00:23:29.850 --> 00:23:39.760

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

101

00:23:40.120 --> 00:23:49.269

Charles Smith (CEC): In the coming weeks, the CEC expects to release a solicitation to fund projects that will increase the state's workforce to service charging equipment.

102

00:23:49.920 --> 00:23:51.240

Charles Smith (CEC): Next slide, please.

103

00:23:54.490 --> 00:24:08.629

Charles Smith (CEC): All right, we are also implementing federal funds. The California Department of Transportation, or Caltrans, and the CEC are partnering to implement the Federal National Electric Vehicle Infrastructure, or NEVI, formula program.

104

00:24:08.840 --> 00:24:23.040

Charles Smith (CEC): which allocated \$5 billion to the states to create a nationwide interconnected network of DC fast chargers along the national highway system. California's share is expected to be about \$380 million.

105

00:24:23.900 --> 00:24:35.360

Charles Smith (CEC): CEC and Caltrans have now fully obligated our NEVI program funds, meaning that all of those funds are available for us to include in funding solicitations and to make awards.

106

00:24:36.060 --> 00:24:50.449

Charles Smith (CEC): To date, the CEC has announced proposed NEVI awards, totaling roughly \$73 million for over 130 DC fast charging stations, and over 850 ports for light-duty electric vehicles.

107

00:24:51.400 --> 00:24:57.200

Charles Smith (CEC): Over the last 6 months, we've released 4 additional NEVI funding solicitations.

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00:24:57.980 --> 00:25:11.520

Charles Smith (CEC): In December of 2025 and February of this year, we released NEVI solicitations for the additional deployment of publicly accessible DC fast chargers with a total of \$158 million.

109

00:25:11.970 --> 00:25:18.650

Charles Smith (CEC): One solicitation closed in March, and one remains open with a closing date of September 25th.

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00:25:19.490 --> 00:25:35.189

Charles Smith (CEC): We also released two NEVI solicitations to expand medium and heavy-duty charging infrastructure along corridors consistent with the NEVI formula program requirements, with a combined total of \$148.5 million in funding.

111

00:25:35.720 --> 00:25:40.949

Charles Smith (CEC): One of these solicitations closes this month, and the other closes in June.

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00:25:41.380 --> 00:25:56.319

Charles Smith (CEC): As a quick update on other federal funds, so under the Charging and Fueling Infrastructure Program, the federal government previously approved applications for a tri-state charging and hydrogen refueling corridor for medium and heavy-duty ZEVs.

113

00:25:56.360 --> 00:26:05.220

Charles Smith (CEC): And separately for a drayage truck charging project. Both of those would be either fully or at least partly administered in California.

114

00:26:05.800 --> 00:26:09.990

Charles Smith (CEC): Those funds have been frozen, however, since February of last year.

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00:26:11.600 --> 00:26:30.670

Charles Smith (CEC): In December of last year, California and 17 other states filed a lawsuit against the U.S. Department of

Transportation and Federal Highway Administration for unlawfully freezing this program, as well as the funds under the Electric Vehicle Charger and Reliability Accessibility Accelerator program.

116

00:26:30.910 --> 00:26:37.439

Charles Smith (CEC): The latter would allow us to fund equipment replacements and upgrades at existing EV charging stations.

117

00:26:38.750 --> 00:26:40.449

Charles Smith (CEC): Next slide, please.

118

00:26:41.850 --> 00:27:00.219

Charles Smith (CEC): All right. I'd also now like to turn the presentation over to Marissa Williams, who will present on the 2026-2027 investment plan update itself, and then maybe after that, we can have our opening remarks from Commissioner Skinner as well. So, Marissa?

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00:27:09.170 --> 00:27:10.580

Marissa Williams (CEC): Thank you, Charles.

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00:27:10.760 --> 00:27:22.440

Marissa Williams (CEC): Next, we'll be providing an overview of the 2026-2027 Investment Plan Update Staff Draft, which will be followed by advisory committee discussion, and then public comment.

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00:27:23.050 --> 00:27:24.440

Marissa Williams (CEC): Next slide, please.

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00:27:26.790 --> 00:27:33.900

Marissa Williams (CEC): Let's start with some background on how the investment plan is developed, and what its role is for the Clean Transportation Program.

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00:27:34.580 --> 00:27:45.229

Marissa Williams (CEC): The CEC is required to update the investment plan every year, and its purpose is to communicate our strategic direction and outline the funding priorities for the program.

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00:27:45.910 --> 00:27:53.910

Marissa Williams (CEC): It's important to note that the investment plan sets broad funding categories. It does not identify or select specific projects.

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00:27:54.530 --> 00:28:08.360

Marissa Williams (CEC): For fiscal year 2026-2027, the investment plan describes how the program's \$95.2 million will be distributed across different fuels, vehicle sectors, and supporting activities such as workforce development.

126

00:28:08.970 --> 00:28:15.129

Marissa Williams (CEC): This provides a clear understanding of where the program is headed, and what types of investments we aim to support.

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00:28:16.250 --> 00:28:29.480

Marissa Williams (CEC): When developing the plan, we look at a wide range of information. This includes the broader landscape of state and federal funding and policies, as well as analyses the CEC conducts around infrastructure and workforce needs.

128

00:28:29.840 --> 00:28:37.529

Marissa Williams (CEC): We also coordinate with other state agencies, including the California Air Resources Board, to ensure our priorities are aligned and complementary.

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00:28:38.380 --> 00:28:45.799

Marissa Williams (CEC): And the plan is informed by input from our Advisory Committee, the Disadvantaged Communities Advisory Group, and members of the public.

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00:28:46.010 --> 00:28:50.770

Marissa Williams (CEC): This feedback plays a critical role in shaping the funding priorities.

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00:28:50.950 --> 00:29:03.350

Marissa Williams (CEC): So overall, the investment plan serves as a high-level roadmap that balances statutory requirements, analytical findings, and public input to guide how we invest Clean Transportation Program funds each year.

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00:29:03.770 --> 00:29:05.130

Marissa Williams (CEC): Next slide, please.

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00:29:07.630 --> 00:29:15.569

Marissa Williams (CEC): In setting the Clean Transportation Program funding priorities, it's important to remember that much of our direction comes directly from state statute.

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00:29:16.400 --> 00:29:28.579

Marissa Williams (CEC): First, the law directs us to prioritize investments in light-duty charging infrastructure, specifically in areas where gaps have been identified through the CEC's charging infrastructure assessments.

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00:29:28.580 --> 00:29:39.600

Marissa Williams (CEC): These analyses show where additional charging is needed to support zero-emission transportation under Executive Order N7920, so our funding helps fill those critical gaps.

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00:29:40.040 --> 00:29:57.220

Marissa Williams (CEC): We're also required to prioritize medium and heavy duty infrastructure. This sector has an outsized impact on emissions, and ensuring that charging and hydrogen refueling infrastructure is available for these vehicles is essential to meeting California's clean transportation and air quality goals.

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00:29:58.460 --> 00:30:10.970

Marissa Williams (CEC): Another legislative requirement is that at least 15% of our annual program funds be dedicated to hydrogen infrastructure. This requirement doesn't limit the funding to any particular vehicle class.

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00:30:10.970 --> 00:30:18.590

Marissa Williams (CEC): Which gives us flexibility to support hydrogen for light, medium, or heavy-duty applications, depending on the needs we are seeing.

139

00:30:19.630 --> 00:30:30.130

Marissa Williams (CEC): Finally, at least 50% of program funds must directly benefit low-income and disadvantaged communities. This is a critical piece of the program's mission.

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00:30:30.130 --> 00:30:40.780

Marissa Williams (CEC): It ensures that communities who are most impacted by air pollution and historic underinvestment are among the first to benefit from the economic and environmental advantages of clean transportation.

141

00:30:41.790 --> 00:30:54.220

Marissa Williams (CEC): Together, these statutory requirements shape not only how we set our funding priorities, but also how we evaluate proposed investments to make sure we are delivering the greatest possible benefit to the communities in California.

142

00:30:55.580 --> 00:30:57.000

Marissa Williams (CEC): Next slide, please.

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00:30:59.790 --> 00:31:06.039

Marissa Williams (CEC): When developing the funding allocations for this investment plan update, we focused on a few key considerations.

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00:31:06.450 --> 00:31:19.549

Marissa Williams (CEC): First is strategic planning. We want to continue to provide a clear, long-term picture of where the program is headed, while still maintaining the flexibility to respond to the evolving market conditions and funding landscape.

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00:31:20.300 --> 00:31:30.689

Marissa Williams (CEC): The plan, again, includes proposed allocations for the upcoming fiscal year, 2026-2027, and projected allocations for the subsequent two fiscal years.

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00:31:30.960 --> 00:31:37.630

Marissa Williams (CEC): Although future allocations may shift, the long-term strategic framework lays out the CEC's broader goals.

147

00:31:39.090 --> 00:31:54.950

Marissa Williams (CEC): For light-duty infrastructure, our priority is filling the most critical gaps. This includes investments for at- or near-home charging, including at single-

and multi-family homes, and public DC fast charging with attention to charging deserts.

148

00:31:55.540 --> 00:32:12.270

Marissa Williams (CEC): For medium and heavy-duty infrastructure, again, we focus on the sector because it contributes significantly to emissions, especially in communities near ports and freight corridors. Supporting zero-emission vehicle deployment in these areas is essential for meeting the state's clean transportation goals.

149

00:32:13.130 --> 00:32:27.119

Marissa Williams (CEC): For hydrogen, we continue to support infrastructure across all vehicle types, light, medium, and heavy duty. And if hydrogen funding opportunities are undersubscribed, statute does allow us to redirect those funds to other projects.

150

00:32:28.240 --> 00:32:37.569

Marissa Williams (CEC): Finally, we invest in workforce development, so California has the skilled labor needed to build and maintain zero-emission vehicles and related infrastructure.

151

00:32:38.230 --> 00:32:39.969

Marissa Williams (CEC): And wherever possible.

152

00:32:40.380 --> 00:32:50.670

Marissa Williams (CEC): We look for opportunities to encourage infrastructure that can serve both light and medium-duty vehicles to maximize public benefit and flexibility, provide that flexibility.

153

00:32:51.060 --> 00:32:56.800

Marissa Williams (CEC): These considerations guide how we've structured the proposed funding allocations you'll see in the next slide.

154

00:32:57.780 --> 00:32:59.050

Marissa Williams (CEC): Next slide, please.

155

00:33:01.270 --> 00:33:05.810

Marissa Williams (CEC): Now we'll walk through the proposed funding allocations for the Clean Transportation Program.

156

00:33:05.910 --> 00:33:11.200

Marissa Williams (CEC): For the 2026-2027 fiscal year, proposed allocations include the following.

157

00:33:11.440 --> 00:33:14.739

Marissa Williams (CEC): \$48 million for light-duty charging infrastructure.

158

00:33:15.000 --> 00:33:19.480

Marissa Williams (CEC): \$30.2 million for medium and heavy duty ZEV infrastructure.

159

00:33:19.930 --> 00:33:23.309

Marissa Williams (CEC): 15 million for hydrogen-specific infrastructure.

160

00:33:23.740 --> 00:33:26.889

Marissa Williams (CEC): And \$2 million for workforce training and development.

161

00:33:27.470 --> 00:33:35.150

Marissa Williams (CEC): We've also presented a longer-term framework to help convey our strategy and priorities that will guide the program over the upcoming fiscal years.

162

00:33:35.950 --> 00:33:50.009

Marissa Williams (CEC): Looking across three fiscal years, the plan proposes \$128 million for light-duty charging infrastructure, continuing our strong emphasis on filling charging gaps at homes, workplaces, and public charging locations.

163

00:33:50.870 --> 00:33:57.039

Marissa Williams (CEC): For medium and heavy duty ZEV infrastructure, we proposed \$106 million over 3 years.

164

00:33:57.330 --> 00:34:12.290

Marissa Williams (CEC): This category will be augmented by \$38 million in greenhouse gas reduction funds from the 25-26 budget, which helps address the rapid growth in infrastructure needs at ports, freight quarters, and other high-impact areas.

165

00:34:13.139 --> 00:34:24.490

Marissa Williams (CEC): We propose \$45 million in hydrogen-specific funding, consistent with statutory requirements, which supports hydrogen for light, medium, or heavy-duty applications.

166

00:34:24.969 --> 00:34:36.999

Marissa Williams (CEC): And finally, \$6 million is allocated toward workforce training and development, recognizing the need for a skilled workforce to build and maintain our clean transportation ecosystem reliably over time.

167

00:34:37.710 --> 00:34:46.080

Marissa Williams (CEC): As a reminder, program funding allocations beyond fiscal year 26-27 may be revised in future investment plan updates.

168

00:34:46.489 --> 00:34:47.810

Marissa Williams (CEC): Next slide, please.

169

00:34:51.570 --> 00:35:03.950

Marissa Williams (CEC): Before we launch into advisory committee discussion, we want to invite Commissioner Nancy Skinner to provide remarks, and then we'll facilitate discussion with advisory committee members, beginning with those in the room, and then those online.

170

00:35:09.830 --> 00:35:13.899

Nancy Skinner: Thanks so much, and apologies, I, had...

171

00:35:13.900 --> 00:35:30.049

Nancy Skinner: Internet issues. My internet was down, so I was a little late in joining us, but our staff are so competent, they've done a fantastic job. So I want to thank you, Charles, for the overview, and thank you, Marissa and Mabel, and the many other FTD staff

172

00:35:30.060 --> 00:35:39.309

Nancy Skinner: For your work organizing this meeting, for your explanation of the proposed investment plan, and also your work on the investment plan.

173

00:35:39.380 --> 00:35:55.560

Nancy Skinner: And of course, I want to thank the Clean Transportation Advisory Committee members for joining us today to discuss this proposed plan for fiscal year 26-27. And before I talk a little bit about the plan, I want to bring up some notable achievements that have occurred

174

00:35:55.560 --> 00:36:05.670

Nancy Skinner: in our state since the last CTP Advisory Committee meeting. We've now surpassed 2.5 million in zero-emission vehicle sales.

175

00:36:06.080 --> 00:36:17.389

Nancy Skinner: And while the number of ZEV sales in our past two quarters, so meaning the one that ended on March 31st, and the one that ended previous to that on December.

176

00:36:17.390 --> 00:36:26.610

Nancy Skinner: 31st dropped from our all-time high of the, third quarter of, 2025.

177

00:36:27.290 --> 00:36:41.039

Nancy Skinner: we are still far above. Californians are buying ZEV vehicles at a far higher rate than nationally, so while we dropped to 15.7 from our all-time high of 29%,

178

00:36:41.080 --> 00:36:57.100

Nancy Skinner: The national average was only 5.8. So, we're really at about the same level we were before the federal tax incentives. So that shows a continued commitment by California drivers and consumers to have ZEV vehicles.

179

00:36:57.330 --> 00:37:13.160

Nancy Skinner: Now, of course, we want to see that commitment even further, because with our air quality challenges and other challenges, and of course, fuel prices what they are today, gasoline prices, it is to every consumer's interest to have a ZEV vehicle.

180

00:37:14.560 --> 00:37:31.640

Nancy Skinner: And what we're noticing now is that used EV sales are greatly increasing. And there was a national report from Cox Automotive that in March alone, they were, increased by over 27%. So we'll have some numbers in the,

181

00:37:31.960 --> 00:37:51.399

Nancy Skinner: end of June, that tells us, you know, where... what the buying pattern is. But, basically, we're... we're still doing well, though we want to do much better. And... and before I talk a little bit about what Governor Newsom has proposed to help us do better, I want to mention that

182

00:37:51.490 --> 00:37:58.270

Nancy Skinner: due to our investments, meaning the investment plan that you all approved for the Clean Transportation Program.

183

00:37:58.270 --> 00:38:13.690

Nancy Skinner: and other private sector investments, and there's a number of very interesting and excellent private sector entities that have come together now who are making big investments in California ZEV infrastructure, including a new consortium called IONA.

184

00:38:14.140 --> 00:38:15.609

Nancy Skinner: Which is made up of..

185

00:38:15.800 --> 00:38:33.570

Nancy Skinner: companies like Mercedes, Audi, Hyundai, Honda, BMW, a number of others. And they are putting stations in all over California. So the number of publicly.. well, first, our EV charging infrastructure is more robust than ever.

186

00:38:33.570 --> 00:38:52.649

Nancy Skinner: And just for example, the number of publicly available EV fast chargers, what we consider, like, a gas

station model, has doubled since 2023, and there are now over 20,000 available throughout the state. And in terms of just publicly available chargers in general.

187

00:38:52.650 --> 00:39:16.750

Nancy Skinner: we've got over 200,000. And when I say publicly available, I do include in that number workplace chargers, and chargers at places like, medical facilities and such, so that maybe you as the driver aren't going to just use those on your day-to-day errands. They're still a charging network where a vehicle owner can rely on other than their home, which, as we know.

188

00:39:16.760 --> 00:39:31.329

Nancy Skinner: Many residents don't have the ability to have charging at home, either because of their living in a multifamily property, or maybe they're renters, or other reasons. So we're really trying to expand that publicly available charging network.

189

00:39:31.610 --> 00:39:35.209

Nancy Skinner: and we've also adopted now

190

00:39:35.210 --> 00:39:54.590

Nancy Skinner: are... the Commission has adopted the Charger Reliability and Inventory Regs, which will give us much better data on the chargers that are installed throughout the state, and will help ensure that publicly and ratepayer-funded chargers, the chargers that this investment plan invests in, meet uptime targets.

191

00:39:54.590 --> 00:40:04.440

Nancy Skinner: So that's good news. And then something else that is not so specific to the investment plan, but I figured you... would benefit all of us to know about.

192

00:40:04.820 --> 00:40:24.869

Nancy Skinner: is the FTD, this is the division that we've been hearing from, is in the midst of a replacement tires rulemaking. And that replacement tires rulemaking will ensure that California consumers can buy the same quality and efficiency of tires that a new model, when you go to the dealer and you buy a brand new car.

193

00:40:24.870 --> 00:40:29.410

Nancy Skinner: that... Car is equipped with a highly efficient tire.

194

00:40:29.410 --> 00:40:46.000

Nancy Skinner: And... but when you go to the store to buy a replacement tire, they're much harder to find. So these regs will ensure that you can get that same quality attire, which greatly improves fuel efficiency if you're still driving a nice vehicle, and will improve the mileage range of a EV.

195

00:40:46.320 --> 00:40:57.639

Nancy Skinner: And we estimate that the regs will save California drivers up to a billion per year in gasoline and electricity costs. Now, back to our, our ZEV goals.

196

00:40:57.670 --> 00:41:16.509

Nancy Skinner: Governor Newsom, in the January budget, proposed a \$200 million incentive program to encourage ZEV adoption, and to support to our American automakers, who... we don't want to see them pull back from their commitments, and yet they're facing unprecedented uncertainty due to the federal government actions.

197

00:41:16.510 --> 00:41:26.819

Nancy Skinner: So, with these continued federal obstacles, the incentives that the governor has proposed are a critical part of

our strategy to keep ZEVs affordable and accessible for everyone.

198

00:41:27.030 --> 00:41:29.699

Nancy Skinner: And of course, the CEC.

199

00:41:30.480 --> 00:41:40.070

Nancy Skinner: is supporting our ZEV efforts, which is why we're here today to discuss this draft plan. And as you've already heard from staff, the proposed plan

200

00:41:40.130 --> 00:41:55.750

Nancy Skinner: Has funds for light duty infrastructure, which will help support that charging necessary to support the vehicles that are on the road now, but also complement, if the legislature goes with the governor's proposal, complement the

201

00:41:55.750 --> 00:42:01.360

Nancy Skinner: New vehicles, the expanded fleet of vehicles in the state.

202

00:42:01.410 --> 00:42:08.610

Nancy Skinner: And one of the things that we see, and we've heard from stakeholders all over, is that

203

00:42:08.880 --> 00:42:27.309

Nancy Skinner: charging at home is the most convenient, and it's multifamily residents that have the least access, so we're prioritizing that our investment in our LD go to multifamily home charging, as well as publicly available DC fast, or what we call the gas station model.

204

00:42:28.630 --> 00:42:45.869

Nancy Skinner: And we've also got a very healthy amount for medium duty and heavy duty, and that \$30.3 million in the MDHD category that was shown on the chart just a minute ago is in addition to \$38 million

205

00:42:46.080 --> 00:42:57.030

Nancy Skinner: greenhouse gas reduction funds that the legislature approved last September, which brings the total amount that we would have available to us for medium duty and heavy duty.

206

00:42:57.030 --> 00:43:08.870

Nancy Skinner: New monies, \$68 million. And we still have some monies from the past that we have... we are putting out now in grants, but... so that \$68 million would augment what we already have.

207

00:43:09.010 --> 00:43:24.429

Nancy Skinner: And on the hydrogen fueling infrastructure, we've got, as was mentioned, a solicitation on the street now for up to \$45 million to support hydrogen refueling infrastructure, and continue to have funds available for that.

208

00:43:24.440 --> 00:43:30.850

Nancy Skinner: And we've seen a little less take-up, but we are still making the funds available

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00:43:30.850 --> 00:43:47.770

Nancy Skinner: And, hopefully we will see some responses, though we have noticed, and I think most of our stakeholders also, that hydrogen fuel costs have gone up significantly. So, we'll see how all of that goes, but we very much look forward to hearing your thoughts and feedback, and I'll give it back to staff.

210

00:43:49.140 --> 00:43:58.999

Charles Smith (CEC): Great. Thank you, Commissioner Skinner. Now we'll hear comments from the Advisory Committee, and as a reminder, we'll have a public comment period as well after that.

211

00:43:59.240 --> 00:44:00.590

Charles Smith (CEC): Next slide, please.

212

00:44:03.180 --> 00:44:10.480

Charles Smith (CEC): Alright, here's some questions to prompt discussion, but please don't feel limited in responding exclusively to these.

213

00:44:11.070 --> 00:44:15.230

Charles Smith (CEC): What challenges to the ZEV market should inform the investment plan?

214

00:44:15.910 --> 00:44:23.020

Charles Smith (CEC): Any other considerations that we should have to guide the investment plan for fiscal year 2026-2027?

215

00:44:23.570 --> 00:44:29.079

Charles Smith (CEC): And for hydrogen refueling infrastructure, what should the CEC prioritize?

216

00:44:30.110 --> 00:44:34.139

Charles Smith (CEC): So, we'll keep those on the next slide as well. Go ahead.

217

00:44:35.240 --> 00:44:36.160

Charles Smith (CEC): Alright.

218

00:44:38.690 --> 00:44:46.379

Charles Smith (CEC): So, we'll start with the advisory committee members here in the room, and then move on to those who are joining us remotely via Zoom.

219

00:44:46.560 --> 00:44:53.129

Charles Smith (CEC): If you are an advisory committee member joining us in person and would like to provide comment at this time, please raise your hand.

220

00:44:55.700 --> 00:45:03.659

Charles Smith (CEC): Yes, please, go ahead and, please, give your name and, affiliation as well, when you unmute.

221

00:45:04.540 --> 00:45:23.950

Gregory Cane: Hello, yes, that's Greg Cane, California Hydrogen Car Owners Association. Mostly, I'm going to be commenting on Question 3. California Hydrogen Car Owners Association has 224 active members. We believe that we represent the interest of 14,000 drivers of light-duty hydrogen vehicles in the state.

222

00:45:24.180 --> 00:45:30.039

Gregory Cane: There's a symbiotic relationship between light, medium, heavy-duty, and transit hydrogen vehicles.

223

00:45:30.290 --> 00:45:43.170

Gregory Cane: In a future successful market, all of these will grow together. Our association strongly encourages supportive funding for hydrogen fueling stations to serve transit and heavy-duty hydrogen vehicles.

224

00:45:43.310 --> 00:45:53.620

Gregory Cane: Having said that, funding bonuses should be put in place to provide fueling dispensers for light duty and medium-duty fuel cell electric vehicles at these stations.

225

00:45:53.920 --> 00:46:00.779

Gregory Cane: The cost to add these fueling positions at a new heavy-duty station is on the order of only about 10%.

226

00:46:01.350 --> 00:46:17.319

Gregory Cane: We need to remember, however, that the heavy-duty hydrogen stations will not just materialize when these trucks appear on the road. There needs to be a robust, light-duty market before manufacturers will decide to commercialize very expensive fuel cell trucks.

227

00:46:17.500 --> 00:46:29.260

Gregory Cane: Fuel suppliers will... fuel suppliers will need to continue to build upon their current experience with light-duty stations in order to develop a retail-ready heavy-duty station solution.

228

00:46:30.400 --> 00:46:47.570

Gregory Cane: According to the draft investment plan, California has spent approximately \$2.7 billion on ZEVs through the Clean Transportation Program, with less than 10% going to hydrogen. While this has the practical impact of underfunding hydrogen infrastructure.

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00:46:47.570 --> 00:46:58.440

Gregory Cane: Perhaps just importantly, this historic underfunding message has sent a chilling effect on the industry's response to investment... investments in transportation hydrogen.

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00:46:59.120 --> 00:47:10.149

Gregory Cane: For the future of ZEVs, one of the greatest benefits of a robust transportation hydrogen infrastructure is that it is nearly synonymous with the way we currently fuel our gasoline and diesel vehicles.

231

00:47:10.380 --> 00:47:15.089

Gregory Cane: Hydrogen cars can refuel in 5 minutes at nearby gas stations.

232

00:47:15.390 --> 00:47:26.130

Gregory Cane: The same is for most family cars of today. There is no need for a massive web of individual chargers, one for each battery electric vehicle on the road.

233

00:47:30.560 --> 00:47:39.430

Gregory Cane: No matter what his or her potential, an underfed child cannot thrive, neither can the emerging transportation hydrogen industry.

234

00:47:39.510 --> 00:47:53.510

Gregory Cane: Having said all this, I would be more than remiss if I did not acknowledge our gratitude to the CEC for the recent \$45 million reallocation of previously undersubscribed hydrogen funds. Thank you.

235

00:47:54.370 --> 00:47:56.120

Charles Smith (CEC): Right. Thank you, Greg.

236

00:47:56.880 --> 00:48:01.489

Charles Smith (CEC): Any other speaker advisory committee members in the room that'd like to speak?

237

00:48:02.040 --> 00:48:05.429

Charles Smith (CEC): Please go ahead, give your name and affiliation, please.

238

00:48:07.730 --> 00:48:12.089

Luis Olmedo: Good afternoon, Luis Olmedo, I'm the Executive Director of Comite Civico del Valle.

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00:48:14.030 --> 00:48:23.630

Luis Olmedo: there's a few areas that I feel are, important to... Also, consider within the investment

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00:48:24.140 --> 00:48:28.869

Luis Olmedo: Tech support to first-time small operation, investors.

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00:48:29.600 --> 00:48:41.120

Luis Olmedo: There's not a level playing field for your large operators who might have a lot more technical support, know-how, how to navigate, all the different,

242

00:48:41.260 --> 00:48:50.130

Luis Olmedo: opportunities, in expanding whether it be hydrogen, or electric, or any other type of alternative fuels.

243

00:48:51.520 --> 00:48:57.069

Luis Olmedo: There's still language barriers, so that exists as well.

244

00:48:57.400 --> 00:49:01.660

Luis Olmedo: And just better, you know, more clarity and understanding. I mean, you really have to be...

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00:49:01.830 --> 00:49:05.900

Luis Olmedo: sort of a PhD of how to... develop,

246

00:49:06.450 --> 00:49:10.389

Luis Olmedo: Otherwise, it's... it's really hard to navigate

247

00:49:10.700 --> 00:49:14.929

Luis Olmedo: these programs. This might be a policy question, but also...

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00:49:15.080 --> 00:49:24.699

Luis Olmedo: looking into, standardizing energy demand charge. That is a make or break for developers, and it shouldn't be just relying on

249

00:49:25.030 --> 00:49:38.610

Luis Olmedo: It would also actually promote investment confidence, not solely relying on grants, rebates, and tax credits, because those will run out, and the future and sustainability may also be,

250

00:49:38.800 --> 00:49:44.319

Luis Olmedo: hindered by, energy demand charges, and that's not something I have heard.

251

00:49:44.520 --> 00:49:47.180

Luis Olmedo: Much talk about around the EV infrastructure.

252

00:49:47.860 --> 00:50:02.160

Luis Olmedo: And then I'm... I'm glad to see, EV deserts, also being considered and prioritized. But neighborhood development versus the NEVI approach, or Main Street versus the freeway development.

253

00:50:02.480 --> 00:50:04.379

Luis Olmedo: It makes a big difference.

254

00:50:04.680 --> 00:50:07.009

Luis Olmedo: And so, there..

255

00:50:07.160 --> 00:50:17.440

Luis Olmedo: Should be consideration an equity investment to those who are trying to bring charging closer to the neighborhood, not just the residential.

256

00:50:17.580 --> 00:50:26.309

Luis Olmedo: But I'll show you the gas station approach, the Main Street approach. They might not pencil out when it comes to numbers, so that's why we're seeing them..

257

00:50:26.420 --> 00:50:45.039

Luis Olmedo: infrastructure growing, the more populated, where it's perceived, and maybe it's real, the higher demand. But if we want to see these EV stations, being brought closer to neighborhoods, closer to main streets, there has to be an equity investment considered in that as well.

258

00:50:45.130 --> 00:50:56.290

Luis Olmedo: Also, when it comes to.. I'm really glad to see that there's the workforce development component of it. There's still a huge shortage of equipment, to test, for weights and measures.

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00:50:56.340 --> 00:51:07.319

Luis Olmedo: But there's not a really clear, pathway or list, or even, you know, whether it's the service provider of these tests and equipment.

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00:51:07.540 --> 00:51:11.370

Luis Olmedo: Or whether it's,

261

00:51:11.550 --> 00:51:29.070

Luis Olmedo: the actual developers look... finding the certified, RSAs that actually have equipment, because we do have a shortage in equipment months into the future before these developers get an opportunity to get their equipment tested and certified.

262

00:51:33.850 --> 00:51:35.759

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

263

00:51:36.800 --> 00:51:50.590

Charles Smith (CEC): Other advisory committee members in the room? Yes, please, go ahead. Your name and affiliation, please. Sure thing. Michael Pimentel, the Executive Director of the California Transit Association. My, answers are going to be responsive to questions

264

00:51:50.590 --> 00:52:03.899

Michael Pimentel: 1 and 2. I think in particular, some of the context for the continued investment in medium and heavy duty, needs to be the continued imposition of rules by the California Resources Board.

265

00:52:03.900 --> 00:52:25.339

Michael Pimentel: charging certain fleet types to continue to transition to zero-emission technologies. So in the public transit space, we have two regulations that are compelling this transition. One is the Innovative Clean Transit Rule impacting our transit bus fleets, and then the ACF capturing all other vehicle types, not covered under the ICT.

266

00:52:25.350 --> 00:52:42.679

Michael Pimentel: As we have seen, there is a limitation now on ACF, whereby it applies only to public fleets, and so would strongly encourage a heavy focus on investment, not an exclusive focus, but a heavy focus on, those, sectors

267

00:52:42.680 --> 00:52:50.730

Michael Pimentel: That are, still charged with meeting, those requirements. I also think that part of the conversation needs to be, colored by

268

00:52:50.730 --> 00:53:14.730

Michael Pimentel: really the significant loss in federal funds that had been previously committed, to, the transition. So, acknowledging, for example, the loss of the ARCHES funding here at the state level, I know of a handful of transit agencies that had funding commitments through ARCHES to support what was a 1,000-bus initiative.

269

00:53:14.870 --> 00:53:39.659

Michael Pimentel: Many of those agencies went out and purchased buses with the anticipation that federal funds would be forthcoming to then support the infrastructure, and there is no backfill of support that is forthcoming. And so, these agencies went on a limb. They've purchased buses that are now being delivered, and there's no obvious path toward long-term infrastructure solutions, so the CEC ought to consider that as it's developing the general funding opportunities out of these investments.

270

00:53:39.660 --> 00:53:41.399

Michael Pimentel: At the same time.

271

00:53:41.700 --> 00:53:53.430

Michael Pimentel: regarding Federal Transit Administration dollars, there were monies that were previously ascribed under a program called LONO, Low or No Emission Grant Program, that was intended to support

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00:53:53.430 --> 00:54:17.489

Michael Pimentel: vehicle deployment and infrastructure build-out, transit agencies, and we have seen that this administration

has moved what was a low or no emissions program into one that only focuses on low. And so we've seen agencies that have gotten grant awards in previous cycles under the last administration that are having their monies held up, for pass-through, and so that is creating some additional

273

00:54:17.570 --> 00:54:40.020

Michael Pimentel: challenge for those agencies. So again, I think focus on those agencies, or rather those sectors that have regulations in place to date where this can help support, and where we've got clear uptake on demand for resources, and then look to provide that backfill for what is loss of funds from federal action and adverse action against the state. Thank you.

274

00:54:42.900 --> 00:54:46.949

Charles Smith (CEC): Great, thank you. Other advisory committee members in the room?

275

00:54:47.490 --> 00:54:49.749

Charles Smith (CEC): Please, go ahead, name an affiliation.

276

00:54:49.750 --> 00:55:14.669

Teresa Bui: Thank you. Good afternoon. My name is Teresa Bui. I'm the Senior Campaign Director for Pacific Environment. We're a nonprofit with a consultative status with the International Maritime Organization. Huge thanks to staff for all your hard work on putting this plan together. I know that it's very hard, you know, pulling all the different needs of the state, and we were very glad to see that there was \$60 million for port zero-emission infrastructure.

277

00:55:14.670 --> 00:55:16.920

Teresa Bui: I'm sure that was allocated in the previous

278

00:55:17.110 --> 00:55:35.239

Teresa Bui: iteration. You know, thanks to California's leadership, shipping remains California's remain, or the largest transportation emissions source. You guys have been successful in tackling truck and car, so, shipping is now disproportionately,

279

00:55:35.400 --> 00:55:57.949

Teresa Bui: bigger in emission, but then they receive the smallest share for the Clean Transportation Program funding. And the CTP is designed to meet the state's climate goals by reducing petroleum dependence and meeting greenhouse gas emissions. So, we recognize that \$100 million is not a lot of money, and we recognize how hard it is to allocate. I just wanted to flag that, you know, to answer number two.

280

00:55:59.220 --> 00:56:23.869

Teresa Bui: Maritime emissions is one of the hardest to decarbonize, and funding now helps to prevent long-term lock-in for diesel infrastructure. In California, ocean-going vessel is the number one cause... cancer-causing emission at the ports of Oakland, Long Beach, and Los Angeles. And according to the California Air Resources Board, OGV is the largest contributor of criteria pollutants in California, growing from 23% to 26%

281

00:56:23.870 --> 00:56:40.270

Teresa Bui: without any interventions. These harmful emissions are impacting portside communities, where communities of San Pedro, Wilmington, and West Long Beach experience 8-year lower life expectancies than the Los Angeles County average, and risk higher risk of cancer regionally.

282

00:56:40.410 --> 00:56:48.160

Teresa Bui: And so, investing in maritime decarbonization delivers immediate air quality benefits for the state's most burdened, overburdened communities.

283

00:56:48.160 --> 00:57:10.609

Teresa Bui: And also I wanted to flag, you know, the California Commercial Harbor Crop Rule. We're seeing real zero-emission technologies in real time, but the small mom-and-pop operators, they need support in order to transition to zero emission. And so, without investments in shore power, zero-emission cargo handling equipment, and cleaner fuels, California cannot meet its 2030 and 2045 climate goals.

284

00:57:10.610 --> 00:57:27.920

Teresa Bui: And we also support the, workforce development section for managing electric, charging infrastructure, but we also encourage a doubling, to support alternative fuel training, technicians, safety, and health officers, maintenance, for alternative fuels. Thank you so much.

285

00:57:30.850 --> 00:57:44.919

Charles Smith (CEC): Thank you. All right, next advisory committee member in the room, please. Name and affiliation. Thank you. Good afternoon, Jen Cohen with Pacific Merchant Shipping Association. I wanted to address a little bit what was just said. I think that we are

286

00:57:45.030 --> 00:58:03.830

Jennifer Cohen: very encouraging of support for, decarbonization in the maritime sector with the support for alternative maritime fuels, and would love for the CEC to engage in that process. So I'm happy to talk with you more about how we can collaborate on that going forward. With regards to, the investment plan,

287

00:58:04.290 --> 00:58:22.100

Jennifer Cohen: I think it would be really helpful in consideration going forward to have, a more quantitative historical context for investments in light duty and heavy duty, or medium and heavy duty. There is some qualitative discussion in this document, but there's no quantitative

288

00:58:22.190 --> 00:58:39.130

Jennifer Cohen: Comparison, and I think that that would be really helpful. I also note that the, draft plan talks about how heavy duty is one of the most polluting but hardest to address, and I'm not sure that the funding proposal,

289

00:58:39.390 --> 00:58:48.009

Jennifer Cohen: Really captures that in making more sizable investments where it would be most effective in decarbonization and pollution reduction.

290

00:58:55.070 --> 00:58:55.770

Charles Smith (CEC): Right.

291

00:58:56.000 --> 00:58:57.209

Charles Smith (CEC): Thank you.

292

00:58:57.320 --> 00:59:02.040

Charles Smith (CEC): Any other advisory committee members in the room?

293

00:59:02.280 --> 00:59:03.410

Charles Smith (CEC): Wish to speak?

294

00:59:05.240 --> 00:59:21.579

Charles Smith (CEC): Otherwise, hearing none, we'll jump over to the advisory committee members that are on Zoom. Hopefully, all the advisory committee members on Zoom are able to join via computer if we have anyone calling in.

295

00:59:21.580 --> 00:59:27.180

Charles Smith (CEC): Advisory committee members calling in, you can press star 9, To raise your hand.

296

00:59:30.380 --> 00:59:37.480

Charles Smith (CEC): But I think we can get started with our advisory committee members online with, Vanessa Warheit.

297

00:59:37.630 --> 00:59:43.800

Charles Smith (CEC): Vanessa, would you like to unmute yourself, give your name and affiliation, and then please go ahead?

298

00:59:43.920 --> 00:59:59.869

Vanessa Warheit: Yeah, thank you. It's Vanessa Warheit with the National Charging Access Coalition. Big thank you to the staff and, to Commissioner Skinner for bringing us all together again. Just a few...

299

00:59:59.970 --> 01:00:12.739

Vanessa Warheit: quick comments and one question. I, would like to echo a couple of things that the gentleman from the Comite del Valley said about, supporting

300

01:00:12.840 --> 01:00:25.170

Vanessa Warheit: your, current plans to focus on EV charging deserts, and also to focus on multifamily housing, residents. That is critical, and I'm very happy to see that that's...

301

01:00:25.270 --> 01:00:43.139

Vanessa Warheit: part of the plan. I also want to agree with him that, better coordination for local economic development around public charging, I think, is sorely, badly needed, and, be happy to work with the Commission on a few ideas that I have for how we might

302

01:00:43.320 --> 01:00:57.149

Vanessa Warheit: integrate local business development better with EV charging in public places, and particularly in communities, and I'm recognizing the CFI is frozen and all that, but still want to,

303

01:00:57.400 --> 01:01:00.010

Vanessa Warheit: I want to encourage the state to have a plan for that.

304

01:01:01.500 --> 01:01:14.279

Vanessa Warheit: I want to also, push back on something that the gentleman from the Hydrogen Owners Association said. He mentioned this massive web of EV chargers.

305

01:01:14.440 --> 01:01:17.880

Vanessa Warheit: The way that we look at it is that

306

01:01:18.160 --> 01:01:30.479

Vanessa Warheit: These... building out these chargers is actually a way of upgrading our grid that badly needs to happen, and in particular, as bi-directionality becomes

307

01:01:30.710 --> 01:01:33.050

Vanessa Warheit: more, imminent.

308

01:01:33.460 --> 01:01:42.700

Vanessa Warheit: In the vehicles that are coming out, we need to remember that EVs are going to be part of grid stabilization. So.

309

01:01:42.880 --> 01:01:57.649

Vanessa Warheit: I would not think of it as a massive web, I would think of it as upgrading the grid in a very important way. And for that reason, it's really critically important that any

infrastructure we offer to people who live in multifamily and rental housing

310

01:01:57.650 --> 01:02:06.119

Vanessa Warheit: It has the capability for bi-directionality built into it, which usually means having it wired directly to the unit's meter.

311

01:02:06.210 --> 01:02:09.769

Vanessa Warheit: Also, that gives low-income residents access.

312

01:02:09.970 --> 01:02:12.510

Vanessa Warheit: To regulated utility rates.

313

01:02:12.690 --> 01:02:17.550

Vanessa Warheit: And then my last... it's really a question, is...

314

01:02:17.930 --> 01:02:23.819

Vanessa Warheit: it's more of, like, a process question, but I think I've asked this before, and I'm still confused.

315

01:02:24.130 --> 01:02:36.319

Vanessa Warheit: like, well, one question is just how much do you anticipate might be left over in the hydrogen, light-duty bucket? And then, what my process question is, like.

316

01:02:36.720 --> 01:02:49.699

Vanessa Warheit: what... what process does the CEC go through to determine where those funds go if it is, in fact, undersubscribed? Thanks. And also, apologies, because I do have to leave in about 5 minutes.

317

01:02:50.110 --> 01:02:51.950

Vanessa Warheit: And I'm sorry. Thank you.

318

01:02:52.480 --> 01:02:53.330

Nancy Skinner: S...

319

01:02:53.510 --> 01:03:12.809

Nancy Skinner: staff, do we want, since Vanessa has to leave, I can, attempt to do a quickie answer to that, and you can add if you choose, but we'll also, obviously, in writing up the meetings and the draft, we will, write people's comments and, make some responses. But just quickly.

320

01:03:14.840 --> 01:03:33.019

Nancy Skinner: I think we anticipate if there are unspent hydrogen funds that would be reallocated, that we would do that in the next investment plan. As you can see from our... the presentation, that we have some hydrogen funding solicitations out on the street now, so we want to see how that goes.

321

01:03:33.020 --> 01:03:38.400

Nancy Skinner: So, at the moment, we're, we would not,

322

01:03:38.920 --> 01:03:45.299

Nancy Skinner: Be really looking at what funds we might have available until the next investment plan.

323

01:03:46.690 --> 01:03:52.040

Nancy Skinner: And staff, correct me if I'm, if I... any inaccuracy.

324

01:03:52.680 --> 01:03:57.680

Charles Smith (CEC): No, those were going to be my, my proposed responses as well, so thank you, Commissioner.

325

01:03:59.420 --> 01:04:11.269

Charles Smith (CEC): And thank you, Vanessa. Our next advisory committee member on the Zoom is Nick Blair. Nick, I see you're off mute. Please go ahead and give your name and affiliation.

326

01:04:11.570 --> 01:04:28.450

Nick Blair, ACWA: Certainly. Good afternoon, Commissioner Skinner and staff. Nick Blair with the Association of California Water Agencies. We represent approximately 470 public water agencies across the state that collectively deliver around 90% of the water in California for domestic agricultural and industrial users.

327

01:04:28.450 --> 01:04:33.650

Nick Blair, ACWA: Thanks for bringing us together today on a Friday to discuss this proposed plan. We appreciate the dialogue.

328

01:04:33.650 --> 01:04:53.360

Nick Blair, ACWA: My comments today are going to focus on the medium and heavy-duty vehicle infrastructure aspects of questions 1 and 2, on the needs of public agencies working towards compliance with CARB's Advanced Clean Fleet Regulation, and they largely align with what Michael already had to say, so I'll try to be brief. In regards to question number 1,

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01:04:53.360 --> 01:05:02.770

Nick Blair, ACWA: Medium and heavy duty... the medium and heavy duty ZEV market is experiencing some instability in terms of options to purchase for compliance with ACF.

330

01:05:02.780 --> 01:05:09.309

Nick Blair, ACWA: We've seen major, pickup and truck models discontinued or paused, such as the Ford Lightning.

331

01:05:09.310 --> 01:05:24.369

Nick Blair, ACWA: And that uncertainty makes it hard for public fleets to plan in a multi-year fashion. And as some of these lower-cost models disappear, public agencies are being pushed towards more expensive options, such as Rivian.

332

01:05:24.370 --> 01:05:37.449

Nick Blair, ACWA: And that is a tough sell for local agencies to propose to their boards on limited budgets, since these are ratepayer-funded local government agencies, and it's hard for them to simply absorb cost increases without added support.

333

01:05:37.450 --> 01:05:46.339

Nick Blair, ACWA: The investment plan should recognize that fact in thinking about prioritizing public agencies to help avoid that volatility and insulate the

334

01:05:46.340 --> 01:05:54.590

Nick Blair, ACWA: impacts of early adoption. Just in response to question number two, just reiterating the prioritization of public agencies.

335

01:05:54.590 --> 01:06:11.489

Nick Blair, ACWA: Via the ACF, public fleets are gonna be the first to transition under that requirement, but unfortunately, there isn't that same prioritization in funding for compliance purposes through CARB's funding and incentive programs. It's just not statutorily how they are written out.

336

01:06:11.610 --> 01:06:22.099

Nick Blair, ACWA: So if the state wants early compliance to succeed in building out the state's medium and heavy duty fleets, public agencies should be elevated in some way to further,

337

01:06:22.100 --> 01:06:34.540

Nick Blair, ACWA: front of the line charging infrastructure dollars at public fleets. Water, wastewater, and other public service fleets need to remain operational during all forms of emergencies, including fires, floods, earthquakes, and power outages.

338

01:06:34.540 --> 01:06:47.399

Nick Blair, ACWA: Funding infrastructure should help support the redundancy and reliability that we need so that our fleets can continue to protect communities. Public agencies operate on long budget cycles, as I'm sure you're aware.

339

01:06:47.400 --> 01:07:07.069

Nick Blair, ACWA: and we need that multi-year certainty and flexible timelines to plan for infrastructure and phases. The investment plan could help support that kind of long-term planning with greater confidence that public agencies are being prioritized. One general question I have before I wrap up, in terms of future funding opportunities related to medium and heavy.

340

01:07:07.070 --> 01:07:19.029

Nick Blair, ACWA: Are you looking to reuse existing frameworks that you noted on the previous slides there, or are you open to other ideas? And with that, I'll close. Thanks for the opportunity to speak today. Look forward to the ongoing dialogue and engagement.

341

01:07:25.340 --> 01:07:26.320

Charles Smith (CEC): Thank you, Nick.

342

01:07:27.700 --> 01:07:45.759

Charles Smith (CEC): I don't know if Commissioner Skinner wants to add to a response to your question, but I will say that we do

craft new solicitations periodically as we implement the Clean Transportation Program. Having done one solicitation doesn't necessarily mean that we'll...

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01:07:45.770 --> 01:07:56.299

Charles Smith (CEC): keep, with that same solicitation guidance into the future. So, yeah, there are always more opportunities to talk through new ideas and concepts.

344

01:07:56.950 --> 01:07:57.650

Nick Blair, ACWA: Thank you.

345

01:07:58.040 --> 01:07:58.820

Charles Smith (CEC): Thank you.

346

01:07:59.330 --> 01:08:07.469

Charles Smith (CEC): All right, our next advisory committee member on Zoom is Micah Mitrosky. Micah, would you please, give your name and affiliation?

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01:08:07.900 --> 01:08:17.139

Micah Mitrosky: Hi everyone, good afternoon. Micah Mitrosky with IBEW's 9th District. We are the Electrical Workers Union. I do want to thank staff.

348

01:08:17.140 --> 01:08:36.479

Micah Mitrosky: for all of your work on this report, as well as Commissioner Skinner for your leadership. I know those were some really encouraging stats that we heard earlier today. One thing that I would like to flag in the report, and I know it was referenced in the staff presentation related to workforce.

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01:08:36.479 --> 01:08:52.200

Micah Mitrosky: The draft staff report references the development of an upcoming charger service skills accelerator grant funding opportunity to fund projects that will increase, the workforce to service charging equipment.

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01:08:52.210 --> 01:09:04.949

Micah Mitrosky: We're concerned that if this is not done correctly, it could result in safety hazards for workers, it could waste resources by duplicating existing electrical training programs.

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01:09:04.950 --> 01:09:18.050

Micah Mitrosky: And really miss the objective to keep charger stations up and running. Servicing, maintaining, and repairing charging infrastructure requires skilled electrical training, and we already have an existing network of

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01:09:18.050 --> 01:09:26.289

Micah Mitrosky: electrical apprenticeship programs in California. There are also thousands of electricians already certified in the EVITP program.

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01:09:26.340 --> 01:09:31.619

Micah Mitrosky: So, any grant funding opportunity related to charger service, repair and maintenance.

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01:09:31.620 --> 01:09:54.729

Micah Mitrosky: needs to meet certain criteria, including, number one, to participate in training as a prerequisite. Individuals must be state-certified electricians who hold an EVITP certification, and number two, that it's not duplicating existing electrical apprenticeship programs. These are our preliminary comments. I know we

355

01:09:54.730 --> 01:10:17.830

Micah Mitrosky: anticipate further engagement if the CEC does pursue this grant funding opportunity. And the final thing that I'll mention on a separate note, one area where we have noticed, a workforce funding need, it's not mentioned in the report, but we've noticed a need to support upskilling, apprenticeship training, and building career pipelines for mechanics.

356

01:10:17.830 --> 01:10:25.150

Micah Mitrosky: Who are working on medium and heavy-duty zero-emission vehicles, like transit buses and electric trucks.

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01:10:25.300 --> 01:10:29.980

Micah Mitrosky: And that concludes my comments. Thanks for the opportunity to participate.

358

01:10:33.200 --> 01:10:34.820

Charles Smith (CEC): Thank you, Micah.

359

01:10:35.430 --> 01:10:47.589

Charles Smith (CEC): Alright, our next advisory committee member on Zoom is Gia Vacin. Gia, would you please, unmute yourself when ready, and give your name and affiliation? Thank you.

360

01:10:48.480 --> 01:11:10.930

Gia Vacin: Hi, thanks, Charles. Yes, Gia Vacin, I'm with, with GO-Biz, Governor's Office of Business and Economic Development, on our Zero Emission Vehicle Market Development team. So I just, first want to start, as always, with a big thank you to Commissioner Skinner and to the CEC staff for a thoughtful investment plan, and for the opportunity to, to come here together today and.

361

01:11:10.930 --> 01:11:35.919

Gia Vacin: And provide comments. I have two kind of broader comments that sort of roughly speak to numbers 1 and 2. So for

the first, as just thinking more as we... broadly, as we think about the world, and as we push forward in the ZEV market, I know we're still ahead of the rest of the nation, but I think we just really need to look for every opportunity that we can to increase confidence in the market and reduce uncertainty.

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01:11:35.920 --> 01:11:46.109

Gia Vacin: So, this is something that all of our agencies, you know, should be working towards, and so here, you know, as applicable here, thinking about the...

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01:11:46.280 --> 01:11:52.979

Gia Vacin: We know the funding amounts aren't necessarily always the same year to year, but year to year, but to the extent that we...

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01:11:53.580 --> 01:12:08.639

Gia Vacin: can, create consistency in the program rollouts, in the cadence, in the timing, and, you know, just helping for planning processes for applicants, and it could also help us speed up deployment, right, if we're on, kind of, cycles like that. So,

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01:12:08.710 --> 01:12:14.010

Gia Vacin: Just one idea, but also just really, to... to plug

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01:12:14.010 --> 01:12:32.499

Gia Vacin: continuing to look for ways to create that kind of stability and certainty, even if they're small, right? These little things add up. And then, secondly, I wanted to talk about... a little bit about other considerations. I think with regard to workforce, I just wanted to flag here that, GO-Biz and CEC should

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01:12:32.500 --> 01:12:45.070

Gia Vacin: maybe align on strategy. So, we've been in touch a little bit, but CEC has the UCLA Labor Center ZEV Charging Infrastructure Labor Market Study, which is, is, is,

368

01:12:45.070 --> 01:13:07.589

Gia Vacin: recognizing the plan, and GO-Biz also has a contract with the UCLA Labor Center for a zero-emission bus workforce assessment and sort of transition roadmap. So I think there's really an opportunity here to sort of share outcomes and decide where we can collectively make an impact with state resources. They're not exactly the same, right, but they are certainly, in the same family. So,

369

01:13:07.590 --> 01:13:12.810

Gia Vacin: yeah, those were my main comments for now, and just appreciate everybody being here. Thank you.

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01:13:14.240 --> 01:13:15.890

Charles Smith (CEC): Right? Thank you, Gia.

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01:13:17.290 --> 01:13:28.559

Charles Smith (CEC): All right, our next advisory committee member on the Zoom is Christopher Grundler. Looks like you're unmuted already, so please go ahead and give your name and affiliation, and then begin when ready. Thank you.

372

01:13:28.560 --> 01:13:45.869

Christopher Grundler: Sure, happy Friday, everybody. My name is Chris Grundler. I'm the Deputy Executive Officer at the California Air Resources Board, and my job is to oversee global source regulations and incentives. So let me add my thanks to the Commission and the staff for their thoughtful effort.

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01:13:45.870 --> 01:13:53.669

Christopher Grundler: And, in developing this investment plan, I know how hard this is from experience. It's always hard to find the right balance across

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01:13:53.950 --> 01:14:13.499

Christopher Grundler: competing values and competing sectors, all of which are deserving. I also want to emphasize Commissioner Skinner's remarks at the beginning, the importance of this technology to our clean air goals. We're facing very difficult math, even before

375

01:14:13.720 --> 01:14:15.959

Christopher Grundler: The illegal federal actions.

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01:14:16.200 --> 01:14:21.270

Christopher Grundler: Purporting to, invalidate three very important CARB rules.

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01:14:21.450 --> 01:14:34.790

Christopher Grundler: It's just... it's indisputable that to reach our clean air goals, our public health goals, that we're going to need a lot of zero-emission technology across all the mobile source sectors.

378

01:14:34.980 --> 01:14:50.509

Christopher Grundler: And I think it's also indisputable in my relatively short tenure in California that the Clean Transportation Program is going to be the cornerstone, and has been the cornerstone, will continue to be the cornerstone as the main funding source for

379

01:14:50.820 --> 01:14:52.370

Christopher Grundler: infrastructure.

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01:14:52.730 --> 01:14:55.619

Christopher Grundler: We can't have more ZEVs without more infrastructure.

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01:14:55.800 --> 01:15:02.499

Christopher Grundler: So this is going to be really important that we continue to see this funding, and then it goes to the right places.

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01:15:02.650 --> 01:15:09.570

Christopher Grundler: And in short, we think that the staff in this first draft has achieved

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01:15:09.690 --> 01:15:20.549

Christopher Grundler: the appropriate balance. CARB and CEC have a long history of collaborating, and we want to build on that collaboration in the development of this year's plan.

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01:15:20.880 --> 01:15:40.209

Christopher Grundler: And so we want to support, and we do support the balances struck for allocating across these different sectors. We really appreciate the funding to provide assistance across both light, medium, and heavy-duty sectors, and like I said, we think, you found... we find the split appropriate.

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01:15:40.910 --> 01:15:56.619

Christopher Grundler: I recognize that there's more work to be done in finalizing this plan and incorporating the comments from the committee, and then, of course, developing the individual programs that are going to be necessary for implementing the ultimate allocations, and so we look forward to

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01:15:56.620 --> 01:16:10.770

Christopher Grundler: continue our collaboration to showcase our previous positive results from our project, joint project collaboration, and in particular, I still think that there's more work we can do and more opportunities for

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01:16:10.770 --> 01:16:15.700

Christopher Grundler: CARB's vehicle incentive programs to align with the Commission's

388

01:16:15.740 --> 01:16:26.129

Christopher Grundler: Infrastructure programs and try to make sure that they show up at the same time, in the same places, so that we get the effective market development.

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01:16:26.570 --> 01:16:29.210

Christopher Grundler: So, thank you for, listening.

390

01:16:31.640 --> 01:16:32.820

Charles Smith (CEC): Thank you, Chris.

391

01:16:33.800 --> 01:16:46.570

Charles Smith (CEC): Alright, our next advisory committee member on Zoom is Bill Magavern. Bill, when you're ready, looks like you're muted, so please give your name and affiliation and begin your comments when ready.

392

01:16:47.930 --> 01:16:58.350

Bill Magavern: Hi, Bill Magavern, Policy Director with the Coalition for Clean Air, and as I've said at previous meetings of our group.

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01:16:58.600 --> 01:17:03.589

Bill Magavern: We support prioritizing the medium and heavy duty sector

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01:17:03.660 --> 01:17:20.229

Bill Magavern: A challenge that we're seeing in the market is that concerns about infrastructure availability are a drag on developing that market, which is still in the fairly early stages when we're talking about our buses and trucks and port equipment.

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01:17:20.290 --> 01:17:30.299

Bill Magavern: And most importantly, to echo Chris Grundler's comments, it's essential to clean up that sector in order to reduce the air pollution

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01:17:30.310 --> 01:17:41.919

Bill Magavern: That is particularly concentrated in our low-income communities of color that tend to be downwind of ports and other freight hubs.

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01:17:41.920 --> 01:17:51.089

Bill Magavern: So we have, most of the medium and heavy duty engines are running on diesel, and diesel exhaust is a toxic air contaminant.

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01:17:51.100 --> 01:18:01.059

Bill Magavern: So, replacing those with clean, zero-emission engines is a huge win for our communities, as well as for our climate.

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01:18:01.060 --> 01:18:12.450

Bill Magavern: I also want to echo the comments, of Transit Association and ACWA that we should be prioritizing help for those public agencies

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01:18:12.520 --> 01:18:19.770

Bill Magavern: who are seeking to comply early with CARB regulations and making the transition.

401

01:18:20.280 --> 01:18:31.679

Bill Magavern: When it comes to the hydrogen funding, again, we like to see an emphasis on medium and heavy duty. There are a number of transit agencies in the state that are deploying

402

01:18:31.680 --> 01:18:42.309

Bill Magavern: Hydrogen-fueled buses, and we are optimistic about the opportunities to use hydrogen in trucking and in port operations.

403

01:18:42.770 --> 01:18:49.030

Bill Magavern: When it comes to the light duty sector, we support prioritizing multifamily housing.

404

01:18:49.080 --> 01:19:06.209

Bill Magavern: Because what we're seeing in the market is that it's often difficult for folks living in multi-unit dwellings to get into ZEVs because they don't have access to the charging, and particularly when it comes to

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01:19:06.210 --> 01:19:17.460

Bill Magavern: Low-income communities. We want to make sure that we're providing equity and giving those communities access to charging where they live.

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01:19:19.030 --> 01:19:23.900

Bill Magavern: Those are my comments on the infrastructure.

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01:19:23.980 --> 01:19:32.370

Bill Magavern: But I finally wanted to thank Commissioner Skinner for moving the rulemaking forward on replacement tire efficiency.

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01:19:32.410 --> 01:19:52.279

Bill Magavern: Something that we've been supporting for a long time, and I urge others here to support the adoption of that rule by the Commission, because it will both save money for drivers, whether they're driving combustion vehicles or electric vehicles, and will also reduce emissions.

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01:19:52.470 --> 01:19:53.659

Bill Magavern: Thank you very much.

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01:19:56.810 --> 01:19:57.880

Charles Smith (CEC): Thank you, Bill.

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01:19:59.140 --> 01:20:09.659

Charles Smith (CEC): Next on the line is Mars Wu. Mars, when you're ready, you can unmute yourself, and please give your name and affiliation, and begin your comments when ready.

412

01:20:10.400 --> 01:20:25.299

Mars Wu, Greenlining (they/she): Thanks so much, Mars Wu, Senior Program Manager for Transportation Equity with the Greenlining Institute. I wanted to echo gratitude to Commissioner Skinner and staff for your hard work on this draft. Also want to echo some of the comments that have already been made, but...

413

01:20:25.840 --> 01:20:37.819

Mars Wu, Greenlining (they/she): Generally, we support prioritizing investments in disadvantaged communities and low-income communities of color who face the highest pollution burdens and health harms and barriers to accessing clean transportation.

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01:20:38.020 --> 01:20:39.730

Mars Wu, Greenlining (they/she): In particular.

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01:20:39.950 --> 01:20:49.209

Mars Wu, Greenlining (they/she): We'd like to see more funding for multifamily and affordable housing charging. The investment plan draft does mention the Cal Green Building Code.

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01:20:49.310 --> 01:21:08.150

Mars Wu, Greenlining (they/she): Which the Commission and folks on the call might be aware of. There's some current legislation that's intending to revert the EV charging requirements in the Green Building Code back to a prior version on the basis of cost constraints for affordable housing. And so, the communities

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01:21:08.250 --> 01:21:09.330

Mars Wu, Greenlining (they/she): who...

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01:21:09.810 --> 01:21:21.809

Mars Wu, Greenlining (they/she): really need at-home charging and also would really benefit from affordable housing are often the same. And we don't want to pit climate goals against housing goals. And so...

419

01:21:22.230 --> 01:21:27.910

Mars Wu, Greenlining (they/she): More funding to support charging and multifamily and affordable housing is needed.

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01:21:28.170 --> 01:21:35.959

Mars Wu, Greenlining (they/she): On the workforce development piece, definitely echo Micah that having a safe and trained workforce is important.

421

01:21:36.160 --> 01:21:53.260

Mars Wu, Greenlining (they/she): One thing that we have heard is it can be burdensome for smaller community groups and tribal entities to afford EVITP training fees. So we'd suggest looking at including training fees as part of grant funding. That requires EVITP certifications.

422

01:21:53.610 --> 01:22:00.129

Mars Wu, Greenlining (they/she): And on hydrogen, I would like to echo Bill's comments. We'd really like to see

423

01:22:00.370 --> 01:22:04.929

Mars Wu, Greenlining (they/she): Hydrogen refilling be prioritized for hard-to-electrify sectors?

424

01:22:05.280 --> 01:22:15.469

Mars Wu, Greenlining (they/she): And, on the basis of environmental justice concerns, which have been well documented, want to suggest deprioritizing light-duty hydrogen refueling.

425

01:22:16.170 --> 01:22:17.080

Mars Wu, Greenlining (they/she): Thank you.

426

01:22:25.350 --> 01:22:26.380

Charles Smith (CEC): Thank you, Mars.

427

01:22:26.520 --> 01:22:39.369

Charles Smith (CEC): Our next Advisory Committee member on Zoom is Beverly Greene. Beverly, when you're ready, looks like you're unmuted, so please give your name, affiliation, and when you're ready, begin your comments.

428

01:22:39.640 --> 01:22:54.350

Beverly Greene, Santa Clara VTA: Hello, my name is Beverly Greene, and I'm the Chief Government Affairs Officer at the Santa Clara Valley Transportation Authority. And first, I want to express my appreciation to the Honorable Nancy Skinner for convening us for these very important issues.

429

01:22:54.350 --> 01:23:01.230

Beverly Greene, Santa Clara VTA: And next, I want to generally talk about how this affects in questions number 1 and 2.

430

01:23:01.230 --> 01:23:04.509

Beverly Greene, Santa Clara VTA: The medium and heavy-duty vehicles.

431

01:23:04.510 --> 01:23:22.630

Beverly Greene, Santa Clara VTA: As we all know, public transit is one of the best ways to reduce greenhouse gases and pollution in our air. The challenges... some of the challenges of this, have to do with the requirements of the Innovative Clean Transit Rule from CARB,

432

01:23:22.640 --> 01:23:41.459

Beverly Greene, Santa Clara VTA: and the fact that we have seen losses of federal funding to support, the mandates on... from CARB. And then, secondly, the withdrawal of support, from the ARCHES program, which would also support, hydrogen hubs.

433

01:23:41.520 --> 01:24:02.279

Beverly Greene, Santa Clara VTA: So, I also want to add my comments to Michael Pimentel from the California Transit Association. These are things that should be considered. We have mandatory rules in place, and we need resources to be able to meet those rules, and to be able to provide public transit, which is, again.

434

01:24:02.280 --> 01:24:06.720

Beverly Greene, Santa Clara VTA: One of the most, Efficient ways to decrease,

435

01:24:07.080 --> 01:24:10.339

Beverly Greene, Santa Clara VTA: pollution in our air. Thank you.

436

01:24:14.040 --> 01:24:15.239

Charles Smith (CEC): Thank you, Beverly.

437

01:24:16.890 --> 01:24:30.229

Charles Smith (CEC): Our last, advisory committee member on Zoom, Laura Renger, you're unmuted, so when you're ready, please give your name and affiliation and begin your comments.

438

01:24:30.230 --> 01:24:35.930

Laura Renger: Thank you so much. My name is Laura Renger from the California Electric Transportation Coalition.

439

01:24:35.960 --> 01:24:43.549

Laura Renger: I do also want to thank staff and Commissioner Skinner for the report and for bringing us all together today.

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01:24:43.550 --> 01:25:02.789

Laura Renger: I want to echo a few things. I guess one of the benefits of going last is I can echo things that other folks have already said, but, I want to start with what Gia was noting about the need for consistency within the program. Something that I think would make a huge difference is if we had,

441

01:25:02.790 --> 01:25:27.760

Laura Renger: CALeVIP open at the same time every year, and even though we can't really control what's in the budget, from the

applicant's perspective, having that timing where they know that the program solicitation is going to open at the same time each year would help a lot, and we think it would really bring more development to California. I'm hearing from some applicants that they're instead

442

01:25:27.760 --> 01:25:41.039

Laura Renger: investing more in other states where there's either consistent incentives, or they don't need to have incentives to have the programs pencil out economically. So that's one thing that we could do that I think would really help.

443

01:25:41.040 --> 01:25:48.749

Laura Renger: I also want to echo the previous comments about the importance of prioritizing funding to public agencies.

444

01:25:48.750 --> 01:25:51.520

Laura Renger: We strongly support that.

445

01:25:51.520 --> 01:26:14.219

Laura Renger: And lastly, I appreciate Commissioner Skinner's remarks about the fact that we're still ahead in terms of light-duty sales in California versus other states, but I think we might want to be a little bit careful in the wording. There's a sentence on page 8 of the report that says that California plug-in electric vehicle sales

446

01:26:14.220 --> 01:26:37.209

Laura Renger: remained steady in 2025, despite the cancellation of federal incentives. And I just want to caution that maybe we phrase that a little bit differently, or get into the nuances, because as CARB, as Courtney from CARB so eloquently testified in front of the legislature, it really was a significant drop compared to where we were before. So we do need those incentives.

447

01:26:37.210 --> 01:26:56.250

Laura Renger: that Commissioner Skinner was talking about, that the governor's proposing, and I wouldn't want someone to get their hands on our report and say that it's indicating that we don't need those incentives, which I know was not the intent. So, I think that is it, and thank you again for the opportunity to comment and be here today.

448

01:26:59.420 --> 01:27:00.949

Charles Smith (CEC): Alright, thank you, Laura.

449

01:27:01.100 --> 01:27:17.629

Charles Smith (CEC): At this time, we've gone through all of the advisory committee members in the room who wish to speak, all the advisory committee members on the Zoom. Oh, no, I apologize. Ted, I see your hand raised. Please go ahead and give your name and affiliation, and you can begin your comments when ready.

450

01:27:18.020 --> 01:27:20.080

Ted Lamm: Thank you.

451

01:27:20.290 --> 01:27:35.569

Ted Lamm: And sorry about that, I couldn't let Laura go last. Ted Lamm, UC Berkeley Center for Law, Energy, and the Environment. Just a very brief comment, and thank you to staff for pulling this excellent plan together, and Commissioner Skinner, of course.

452

01:27:35.570 --> 01:27:45.239

Ted Lamm: I just wanted to emphasize the note that a few others had made already, which is to really urge a focus within the \$48 million available for,

453

01:27:45.240 --> 01:27:58.260

Ted Lamm: For light duty, really focus on the multifamily, space, and especially thinking about the relatively, low bang for the buck that \$48 million, total can bring on,

454

01:27:58.260 --> 01:28:07.150

Ted Lamm: public DC fast charging investments versus the total number of ports and the amount of access that can be given in the multifamily space with Level 1 and 2 charging.

455

01:28:07.150 --> 01:28:19.760

Ted Lamm: So to the extent that the allocation of that light-duty, funding is still being determined between the DC fast and the at-home or near-home charging categories, I urge, as much focus as possible on the latter.

456

01:28:19.830 --> 01:28:21.139

Ted Lamm: That's all. Thanks.

457

01:28:24.660 --> 01:28:26.209

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

458

01:28:26.910 --> 01:28:31.020

Charles Smith (CEC): Alright, let's see here..

459

01:28:33.470 --> 01:28:50.800

Charles Smith (CEC): So, are there any, advisory committee members who, had a chance to speak, but wanted to either follow up on their remarks, or perhaps, add on to something that they heard from another advisory committee member before we move into public comment? Luis, please go ahead.

460

01:28:52.330 --> 01:28:55.969

Luis Olmedo: Yeah, thank you for the opportunity. Once again, thank you.

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01:28:56.750 --> 01:29:01.490

Luis Olmedo: For... for this plan, and it's, you know, gets better.

462

01:29:01.980 --> 01:29:06.659

Luis Olmedo: But I am very familiar with the EV infrastructure.

463

01:29:06.850 --> 01:29:10.620

Luis Olmedo: And a couple of things that I'd also like to point out.

464

01:29:10.790 --> 01:29:15.640

Luis Olmedo: Is, in regards to the workforce,

465

01:29:15.760 --> 01:29:23.950

Luis Olmedo: Over a decade ago, we had a big push for workforce development in local colleges to certify

466

01:29:24.130 --> 01:29:27.589

Luis Olmedo: Solar installers. Thousands.

467

01:29:27.780 --> 01:29:29.410

Luis Olmedo: of certifications.

468

01:29:30.060 --> 01:29:35.700

Luis Olmedo: But the jobs weren't there. Unless you were in the building.

469

01:29:35.920 --> 01:29:39.069

Luis Olmedo: Or in the trades,

470

01:29:39.350 --> 01:29:46.410

Luis Olmedo: it wasn't for just the college certified. I hate to see that happen with the EV infrastructure.

471

01:29:46.560 --> 01:30:04.110

Luis Olmedo: Where you have a lot of registered service agents, service agencies, but the connections to those jobs are not being, necessarily, facilitated. So, I do support the idea of supporting

472

01:30:04.190 --> 01:30:07.940

Luis Olmedo: The government agencies, with the emphasis of

473

01:30:08.190 --> 01:30:20.770

Luis Olmedo: Of making sure that we don't repeat those historical excitements for jobs, especially in disadvantaged, high unemployment areas, where anything that looks like a job is exciting.

474

01:30:20.770 --> 01:30:35.430

Luis Olmedo: But then the job never reaches, that, let alone the cost, right, for certifications. The other part is, I think, one of the ways to also consider a business model, because as long as there's flow of dollars.

475

01:30:35.440 --> 01:30:39.780

Luis Olmedo: People can keep the infrastructure going, but at some point, it's gonna be self-sufficient.

476

01:30:39.840 --> 01:30:53.230

Luis Olmedo: And I'm not 100% sure, there's probably other experts that know better, that it would be sustainable without

some adjustments to the energy costs and demand charges I mentioned earlier, is one of those areas, so...

477

01:30:53.460 --> 01:31:07.900

Luis Olmedo: It'd be great to, consider bringing into conversation, as part of these, rebates or investments, battery storage, because I think that's one way, to be able to manage, the on-site.

478

01:31:08.000 --> 01:31:23.760

Luis Olmedo: energy demand charge and making these, fast charger DC, more sustainable, more affordable, beyond, the government investments. So those, those are two of the main, main areas that I think I, I didn't mention earlier.

479

01:31:23.940 --> 01:31:24.750

Luis Olmedo: Thank you.

480

01:31:27.110 --> 01:31:28.130

Charles Smith (CEC): Thank you.

481

01:31:28.990 --> 01:31:42.799

Charles Smith (CEC): Other advisory committee members in the room who would like another bite at the apple, or advisory committee members on the Zoom, again, please feel free to raise your hands if you wish to speak at another time.

482

01:31:49.300 --> 01:32:09.080

Charles Smith (CEC): I don't see any advisory committee members with their hands raised, so I think we can maybe move into the public comment period. Let's see, so next slide, please, yep. All right, and I will now turn it over to Mabel Aceves-Lopez to lead the public comment period.

483

01:32:19.750 --> 01:32:23.010

Charles Smith (CEC): Working on our microphone situation. There we go.

484

01:32:29.150 --> 01:32:36.690

Mabel Aceves Lopez (CEC): All right, good afternoon, everyone, and thank you for joining us today. The California Energy Commission now welcomes public comment at this time.

485

01:32:36.820 --> 01:32:42.810

Mabel Aceves Lopez (CEC): We will start with attendees in the room, then move to those who are joining us virtually and by phone via Zoom.

486

01:32:43.180 --> 01:32:53.259

Mabel Aceves Lopez (CEC): So if you are joining us at the in-person location, please notify us if you would like to make a comment by approaching the podium at the front and forming a line if needed.

487

01:33:03.130 --> 01:33:09.380

Mabel Aceves Lopez (CEC): All right, it looks like there are no public commenters in the room at this moment, so we will transition to our Zoom.

488

01:33:11.050 --> 01:33:19.229

Mabel Aceves Lopez (CEC): So if you are joining us via Zoom online or by phone, please let us know if you would like to make a comment by using the raise hand feature on Zoom.

489

01:33:19.570 --> 01:33:24.650

Mabel Aceves Lopez (CEC): If you are online, you will click on the open palm at the bottom of your screen to raise your hand.

490

01:33:24.760 --> 01:33:30.439

Mabel Aceves Lopez (CEC): And if you're joining us by phone, please press star 9 to raise your hand, and star 6 to unmute.

491

01:33:31.420 --> 01:33:37.530

Mabel Aceves Lopez (CEC): Before making your comment, please spell your name for the record and state any affiliation, and then you may begin.

492

01:33:37.960 --> 01:33:43.000

Mabel Aceves Lopez (CEC): We're asking for comments to be 2 minutes or less, and there will be a timer on the screen.

493

01:33:45.760 --> 01:33:50.100

Mabel Aceves Lopez (CEC): Alright, so I'll see who has their hands up right now.

494

01:33:54.110 --> 01:33:57.399

Mabel Aceves Lopez (CEC): And first, I see Ellen Morris.

495

01:34:01.020 --> 01:34:02.029

Ellen Morris CREL: Hello, my name is...

496

01:34:02.060 --> 01:34:03.290

Mabel Aceves Lopez (CEC): Oh, yeah, go ahead.

497

01:34:03.440 --> 01:34:11.369

Ellen Morris CREL: Hello, my name is Ellen Morris. I'm the Managing Director of the Kern Community College District California Renewable Energy Laboratory.

498

01:34:11.630 --> 01:34:27.490

Ellen Morris CREL: Which is a community college initiative focused on clean energy, climate, and resiliency, including advanced transportation. I would say this plan is important in supporting an intentional approach that will equip community colleges

499

01:34:27.490 --> 01:34:35.839

Ellen Morris CREL: With the tools, insights, and living laboratories necessary to launch and grow a skilled, zero-emission vehicle workforce needed to meet the state

500

01:34:36.000 --> 01:34:53.309

Ellen Morris CREL: clean energy goals while responding to workforce shortages and employer demands. Zero-emission vehicle community college engagement can include workforce development and training, faculty professional development, learning exchanges, and expanded program development at community colleges.

501

01:34:53.490 --> 01:35:12.679

Ellen Morris CREL: Moreover, thinking about ways community colleges and the communities they serve could create workforce development programs that have access to state-of-the-art equipment, student laboratories, demonstration sites, and living labs to promote student learning and high-wage employment in their communities.

502

01:35:12.890 --> 01:35:30.350

Ellen Morris CREL: Additionally, the colleges could serve as a way to ensure that workforce development is centered on industry-validated skills and specialized technical training so that people in the workforce can remain and advance in the clean energy sector, including access to apprenticeships and internships.

503

01:35:30.400 --> 01:35:45.739

Ellen Morris CREL: We appreciate the opportunity to have a part in building upon the leadership and innovation outlined in this plan to grow high road job creation and foster local economic resilience to meet California's advanced transportation goals. Thank you.

504

01:35:48.850 --> 01:35:50.109

Mabel Aceves Lopez (CEC): Great, thank you, Ellen.

505

01:35:50.300 --> 01:35:53.000

Mabel Aceves Lopez (CEC): Next, I see Lisa McGhee.

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01:35:53.220 --> 01:35:59.889

Mabel Aceves Lopez (CEC): I will open your line, please unmute on your end, spell your name for the record, and state your affiliation.

507

01:36:00.400 --> 01:36:03.900

Lisa McGhee: Hi, my name is Lisa McGee with Tom's Truck Center.

508

01:36:04.360 --> 01:36:24.209

Lisa McGhee: My, we have a commercial truck dealership in Los Angeles and in Orange County since 1949. We're an HFIP dealer, and we offer over 5 medium-heavy duty on-road zero-emission vehicles, both EV and fuel cells. We became an HVIP dealer in 2012, have submitted over 750 vouchers to date, and have redeemed close to 500.

509

01:36:24.710 --> 01:36:28.120

Lisa McGhee: It helps us to provide some real-world,

510

01:36:28.580 --> 01:36:44.149

Lisa McGhee: support in terms of comments, and on the first question, what challenges to informs of investment? There's a

huge lack of tax incentives in the heavy-duty space that certainly don't provide equity and access to those that are small businesses with less resources.

511

01:36:44.230 --> 01:37:01.600

Lisa McGhee: The reliability and durability is certainly challenged in the medium heavy duty space, much more than the light duty space, even though the technology absolutely works. There are no more guardrails to manage having continuous funding. This is something that needs to be addressed in these programs to ensure that equity is always met.

512

01:37:01.710 --> 01:37:09.980

Lisa McGhee: I think the quantitative requirement is definitely something that should be simply applied in how we provide

513

01:37:09.980 --> 01:37:21.790

Lisa McGhee: smart programs going forward after having 13 years of data available. We need to filter that data, we need to get to the root causes and understand what is happening with the ZEV medium heavy heavy-duty market.

514

01:37:22.010 --> 01:37:36.889

Lisa McGhee: We definitely need to have more dealership support, we need to have demo programs that really provide an experience, to provide confidence for fleets. Most of the dealers right now are only producing vehicles as a to-be-determined, nothing's in stock.

515

01:37:36.890 --> 01:37:52.010

Lisa McGhee: these long lead times do certainly provide, an opportunity to kill a deal. You know, time can kill all deals. So my hopes is that we provide more OEM incentives with the performance production, and collaborate with commercial dealerships with real brick and mortar.

516

01:37:52.130 --> 01:38:08.019

Lisa McGhee: On the question around any other considerations for vehicle... or for fiscal year 26 and 27, the stack funding needs to have an eligibility for medium-heavy duty small fleets and businesses... and business centers. We need to have fueling incentives specifically for hydrogen.

517

01:38:08.220 --> 01:38:18.150

Lisa McGhee: The workforce is certainly challenged, and it has not been addressed for the medium heavy duty sector. The OEM equipment, the bodybuilders, all of them.

518

01:38:18.200 --> 01:38:32.480

Lisa McGhee: don't have a way to move forward when we're trying to specifically build a body on a medium-heavy duty ZEV. Dealerships do not have the OEM equipment that's proprietary. We need to have a program that supports the equipment and tech training.

519

01:38:32.580 --> 01:38:42.360

Lisa McGhee: The WARE program and the ACF is the government... and the ACF government programs are real programs for creating mandates, for medium heavy-duty vehicles.

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01:38:42.550 --> 01:38:56.619

Lisa McGhee: On the third item, the hydrogen refueling infrastructure prioritization. We'll be opening up our second modular station in 2 weeks, with 1,000 kilograms a day. We'll be opening up a permanent station at 3.6 kilograms.

521

01:38:56.620 --> 01:39:02.799

Lisa McGhee: Per day in Q4 2027. And we've sold over 75 fuel cell tractors today.

522

01:39:02.800 --> 01:39:24.749

Lisa McGhee: My hopes is that we look at the data that proves that we've got 250,000 California registered heavy-duty tractors, 60% which are aged over 8 years or older. The diesel and omnibus regulation have made aged truck replacement difficult with ICE. This is an opportunity for us to get this right. These very expensive technologies need to have creative

523

01:39:24.750 --> 01:39:28.469

Lisa McGhee: Opportunity to support incentives specifically in the fuel cell.

524

01:39:28.470 --> 01:39:43.120

Lisa McGhee: which is the perfect application for drayage, aged trucks, and the heavy-duty application. The scrapping programs and the unaffordability has created barriers. Many funding programs also do not need food.

525

01:39:43.120 --> 01:39:45.409

Mabel Aceves Lopez (CEC): Seems like your time is up for public comment, and we'.

526

01:39:45.410 --> 01:39:45.790

Lisa McGhee: Thank you.

527

01:39:45.790 --> 01:39:47.520

Mabel Aceves Lopez (CEC): to other commenters. Thank you.

528

01:39:50.900 --> 01:40:00.510

Mabel Aceves Lopez (CEC): Alright, next up we have Michael Brown. We will open up your line. Please unmute on your end, spell your name for the record, and state any affiliation.

529

01:40:02.100 --> 01:40:18.370

Michael Brown: Thank you. My name is Michael Brown, M-I-C-H-A-E-L-B-R-O-W-M, and I am the president of MDB Consulting Engineers. And I want to speak today to... I appreciate the opportunity to speak to you, and I want to speak to question number 3.

530

01:40:18.760 --> 01:40:28.330

Michael Brown: And specifically, I'd like to request that some of the funding be directed towards the further development of biomass to zero emission fueling.

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01:40:28.850 --> 01:40:46.120

Michael Brown: Both for hydrogen and for electricity. My firm led a consortium of a Central Valley biomass processor, a Bay Area gasifier manufacturer, and the university, USC, and developed and demonstrated a forest and ag waste to biomass

532

01:40:46.120 --> 01:40:52.470

Michael Brown: production system, producing both hydrogen fuel and electric vehicle charging.

533

01:40:52.720 --> 01:41:08.409

Michael Brown: This was funded by the CEC under an ARV23-001 Phase 1 grant, and we proved that this technology is both viable from a cost and technical standpoint.

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01:41:08.470 --> 01:41:19.310

Michael Brown: for EV charging and H2 produce... production using forest and agricultural biomasses. And we'll soon be coming to the Commission for

535

01:41:19.620 --> 01:41:32.419

Michael Brown: request for approval of Phase 2 of that grant to expand the system four times for the development of a modular containerized system suitable for use at public and private facilities.

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01:41:32.570 --> 01:41:42.800

Michael Brown: Other than this funding, and we've been looking hard, there is no other grant funding opportunities for the production side of electricity

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01:41:42.970 --> 01:41:46.259

Michael Brown: for EV charging or hydrogen fueling.

538

01:41:46.330 --> 01:42:06.409

Michael Brown: Our group was successful in obtaining an EnergIIZE grant, one for hydrogen and one for EV. However, that's only for the fueling and electrifying, filling batteries side of it. There is no other monies available for the production.

539

01:42:06.530 --> 01:42:11.960

Michael Brown: For the production side. Biomass utilization offers many advantages.

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01:42:11.980 --> 01:42:35.529

Michael Brown: reduces forest fire risk, helps solve the ag waste disposal crisis, and I truly understand your need to focus the preponderance of the funds on the charging and fueling. However, I do request, please, some further funding, investment, in the biomass production technology and demonstration area. This is a great way

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01:42:35.530 --> 01:42:39.989

Michael Brown: to produce EV charging and H2 fuels. Thank you.

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01:42:42.450 --> 01:42:43.729

Mabel Aceves Lopez (CEC): Alright, thank you, Michael.

543

01:42:44.180 --> 01:42:48.570

Mabel Aceves Lopez (CEC): Next up, we have... David Park?

544

01:42:48.870 --> 01:42:54.220

Mabel Aceves Lopez (CEC): We will open up your line so you can unmute. Please spell your name and state any affiliation.

545

01:42:54.510 --> 01:42:57.940

David Park: Hi, this is David Park, D-A-V-I-D.

546

01:42:58.080 --> 01:43:02.440

David Park: P-A-R-K. I'm with the Hydrogen Fuel Cell Partnership.

547

01:43:04.790 --> 01:43:14.389

David Park: First of all, I'd like to thank the Energy Commission for their years of support, and certainly for this latest grant funding offering.

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01:43:14.670 --> 01:43:16.719

David Park: That's currently open.

549

01:43:17.060 --> 01:43:33.219

David Park: One note is that I just want to make sure that, the Commissioner and staff are aware that at the retail pumps, one of the newest developments is the retail price of hydrogen has come down.

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01:43:33.620 --> 01:43:40.779

David Park: The pump retail price hit a high of \$36 a kilogram.

551

01:43:40.930 --> 01:43:49.729

David Park: But today, across the state, hydrogen retail prices range from \$25.99 per kilogram to \$33 per kilogram.

552

01:43:50.120 --> 01:43:57.989

David Park: The majority of stations that are operating today are offering hydrogen at \$25.99 per kilogram.

553

01:43:58.860 --> 01:44:06.710

David Park: I wanted to also mention that, when you talk about hard-to-electrify vehicle applications.

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01:44:06.840 --> 01:44:09.439

David Park: It is, it's not...

555

01:44:09.610 --> 01:44:26.459

David Park: universal to one weight class or another. There are hard-to-electrify vehicles and use cases in light, medium, and heavy-duty applications, where a fuel cell will perform better for the customer.

556

01:44:26.670 --> 01:44:33.300

David Park: And then, on the... regarding the binning of...

557

01:44:33.540 --> 01:44:37.589

David Park: infrastructure, I'd like to just...

558

01:44:37.660 --> 01:44:56.740

David Park: note that the ARB LCFS HRI program bins light and medium duty infrastructure together, and then heavy duty in its own category. So, alignment between CEC programs and ARB will, will probably simplify processes.

559

01:44:56.990 --> 01:44:58.130

David Park: Thanks very much.

560

01:45:00.500 --> 01:45:01.180

Mabel Aceves Lopez (CEC): Thank you.

561

01:45:02.340 --> 01:45:11.320

Mabel Aceves Lopez (CEC): Next up, we have Danella Debel. We will open up your line so you can unmute. Please spell your name for the record and state any affiliation before your comment.

562

01:45:14.040 --> 01:45:15.120

Danella Debel: Thank you.

563

01:45:15.260 --> 01:45:27.120

Danella Debel: My name's Daniela DeBell, it's spelled D-A-N-E-L-L-A, last name D as in dog, E-B-E-L, and I'm providing comments today on behalf of, Highland Electric Fleets.

564

01:45:27.640 --> 01:45:34.060

Danella Debel: Which is a full-service electrification provider that partners with school districts to deploy zero-emission school buses.

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01:45:34.270 --> 01:45:48.829

Danella Debel: Highland appreciates the Commission's work in developing this plan and their commitment to advancing the state's climate and clean air progress, including the continued support for medium and heavy-duty ZEDs. As the draft report notes.

566

01:45:50.620 --> 01:46:04.820

Danella Debel: Medium and heavy duty vehicles are a major source of NOx and PM pollution, as well as GHG emissions, and importantly, the report underscores the urgent need to

transition the most polluting vehicles, especially in our overburdened neighborhoods.

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01:46:05.080 --> 01:46:12.459

Danella Debel: Given the sector's key role in meeting the state's clean transportation, air quality, equity, and climate goals, we urge

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01:46:12.580 --> 01:46:21.140

Danella Debel: further... the Commission to further prioritize funding for MDHD ZEB infrastructure in the, investment plan update.

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01:46:21.310 --> 01:46:31.240

Danella Debel: We wanted to emphasize that school bus electrification in particular has an outsized impact, as children are especially vulnerable to serious health risks from tailpipe emissions.

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01:46:31.420 --> 01:46:41.900

Danella Debel: And, riding in diesel school buses contributes to up to 33% of a child's daily exposure to some air pollutants, according to a 2003 study funded by CARB.

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01:46:42.370 --> 01:46:52.769

Danella Debel: However, despite the benefits of zero-emission school buses, the higher upfront costs continue to be a significant barrier for school districts that are working to replace their aging fleets.

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01:46:53.110 --> 01:47:07.550

Danella Debel: And among these costs, infrastructure is a key variable in the financial viability of their, of adopting school buses, clean school buses. And this was identified in the January, School Bus Incentive Program report by CARB.

573

01:47:08.030 --> 01:47:22.539

Danella Debel: So, as everyone is aware, school bus districts, or school district budgets are tight, even in the best of times, and especially now, as, COVID-era funding ends, and enrollment declines, and federal

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01:47:22.540 --> 01:47:31.600

Danella Debel: funding is uncertain, so given these challenges and the outsized impact of clean school bus investments, we urge that CEC maximize funding for

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01:47:31.690 --> 01:47:36.220

Danella Debel: medium-heavy Duty ZEB infrastructure in the.. in the investment plan. Thank you.

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01:47:38.220 --> 01:47:39.349

Mabel Aceves Lopez (CEC): Thank you for your comment.

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01:47:40.330 --> 01:47:42.480

Mabel Aceves Lopez (CEC): Next up, we have Mikhael Skvarla.

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01:47:42.700 --> 01:47:48.160

Mabel Aceves Lopez (CEC): We will open up your line. Please spell your name, state any affiliation before your comment.

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01:47:50.400 --> 01:48:02.259

Mikhael "Mik" Skvarla: Hello, my name is Mikhael Skvarla, here on behalf of the California Hydrogen Coalition, and so it's M-I-K-H-A-E-L, Scavarla's S-K-V-A-R-L-A.

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01:48:02.650 --> 01:48:11.120

Mikhael "Mik" Skvarla: Appreciate the workshop, Commissioner's, statements and, the work the staff has done to putting this together.

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01:48:11.140 --> 01:48:28.799

Mikhael "Mik" Skvarla: I also want to extend our appreciation for the current GFO that's on the street, and look forward to seeing the responses on that. In the face of the Trump administration's interference with California's waivers, as well as the revocation of our hydrogen hub, the industry continues to march forward.

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01:48:29.030 --> 01:48:32.419

Mikhael "Mik" Skvarla: We've seen some exciting announcements with collaborations between

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01:48:32.550 --> 01:48:47.500

Mikhael "Mik" Skvarla: multiple OEMs, such as the cell-centric project that was announced last week, and continue to make progress in both light, medium, and heavy-duty sectors. It's important that we use this time until the next administration comes in to build the foundation

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01:48:47.570 --> 01:48:52.950

Mikhael "Mik" Skvarla: of infrastructure necessary to get California to its destination, and that our current situation is

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01:48:53.100 --> 01:49:09.509

Mikhael "Mik" Skvarla: not where we stand and where we want to be, but an intervening period of time that can give us an opportunity as well. We'll provide some additional feedback via comments, written comments, but just wanted to extend our appreciation to staff and the Commissioner's Office for putting this together a bit. Thank you.

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01:49:11.910 --> 01:49:13.289

Mabel Aceves Lopez (CEC): Great, thank you for your comment.

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01:49:14.360 --> 01:49:19.900

Mabel Aceves Lopez (CEC): Next up, we have John Michael Parkan. We will open up your line.

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01:49:20.480 --> 01:49:24.290

Mabel Aceves Lopez (CEC): Please unmute, spell, and state your name and affiliation before your comment.

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01:49:25.340 --> 01:49:29.160

John Michael Parkan: Hi, my name is, John Michael Parkan, John with an H.

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01:49:29.330 --> 01:49:36.570

John Michael Parkan: And, it's P-A-R-K-A-N, no relation to David Park. I'm with, Providence Entertainment LLC.

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01:49:36.760 --> 01:50:00.339

John Michael Parkan: California's leadership was instrumental in generating the hydrogen fuel cell adoption around the world. Costs are key. BEVs are now competing with data centers. The cost of reserving future power capacity has jumped tenfold in two years. It's four years for a substation transformer which BEV charging infrastructure needs to plug into the grid. Toyota, Honda, and Hyundai are pouring luxury but inexpensive fuel cell vehicles onto the market.

592

01:50:00.400 --> 01:50:17.080

John Michael Parkan: BMW, GM, and Daimler and Volvo are waiting in the wings. They just need the stations. Deprioritizing light-duty vehicles, sidelines, the aforementioned OEM's plans for the last 20 years and the next 100 years, not to mention other OEMs with fuel cell vehicles not mentioned.

593

01:50:17.590 --> 01:50:32.410

John Michael Parkan: Drivers love the vehicles, but the need for a reliable, inexpensive, pervasive network with 95% uptime is a priority. The cars are real, but limited infrastructure is THE bottleneck to mass adoption.

594

01:50:32.510 --> 01:50:43.470

John Michael Parkan: Battery-only proponents love to say the market has spoken, nobody wants hydrogen fuel cell vehicles, but the current fueling infrastructure is unreliable, inexpensive, and sparse.

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01:50:43.620 --> 01:50:45.980

John Michael Parkan: Which focused on...

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01:50:46.110 --> 01:51:04.939

John Michael Parkan: gaseous hydrogen deliveries to first and second generation stations. You can change all of that by funding third and fourth generation stations. Drive down the price by driving up demand. 90% of the hydrogen dispensed in California for fuel cell vehicles is renewable. Charging off the grid means you're filling your BEV with fossil fuels.

597

01:51:04.940 --> 01:51:19.590

John Michael Parkan: The market has spoken. Ford, \$19 billion asset write-offs. Their EV sales cratered. The F-150 saw a 72% drop in deliveries. GM, \$7.6 billion loss related to downshifting its EV production.

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01:51:19.590 --> 01:51:27.470

John Michael Parkan: This year is year 2 for Tesla's decline, a 9% downturn last year. The European market has dropped 40%.

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01:51:27.470 --> 01:51:46.210

John Michael Parkan: Broader market indicators show that unsold BEVs have piled up on dealer lots. The early adopter phase is over. The mass market is proving much more sensitive to price and charging convenience, not to mention the complete shift in lifestyle required. California is critical stronghold for the OEMs in North America.

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01:51:46.280 --> 01:51:56.890

John Michael Parkan: 70 fuel cell vehicles put on the road, 70 fuel cell vehicles can be put on the road for every single long-range Tesla, based on the scarce mineral content.

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01:51:57.010 --> 01:52:05.709

John Michael Parkan: And these should be prioritized for disadvantaged and low-income and air-quality compromised communities, because fuel cells clean the air as you drive.

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01:52:05.730 --> 01:52:24.380

John Michael Parkan: The fourth largest economy can certainly flip the funding levels between BEVs and fuel cells to give consumers choice in the type of EVs they desire. Help us get to a tipping point with future... with fueling infrastructure, adequate... adequately fund the stations. Thank you so much for your time, I really appreciate it.

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01:52:25.980 --> 01:52:26.670

Mabel Aceves Lopez (CEC): Thank you.

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01:52:27.500 --> 01:52:36.869

Mabel Aceves Lopez (CEC): Again, if any public commenters on Zoom would like to make a comment, please use the raise hand feature by clicking the open palm at the bottom of your screen.

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01:52:36.970 --> 01:52:43.950

Mabel Aceves Lopez (CEC): And if you are calling in by phone, you can press star 9 to raise your hand, and star 6 to unmute.

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01:52:48.140 --> 01:52:53.400

Mabel Aceves Lopez (CEC): So we'll wait a moment to see if there are any other commenters who would like to speak.

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01:53:03.690 --> 01:53:10.870

Mabel Aceves Lopez (CEC): Right, I'm not seeing any further raised hands on Zoom or any commenters in the room, so that concludes our public comment period.

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01:53:11.290 --> 01:53:12.679

Mabel Aceves Lopez (CEC): Back to you, Marissa.

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01:53:19.110 --> 01:53:20.430

Marissa Williams (CEC): Thank you, Mabel.

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01:53:22.030 --> 01:53:31.040

Marissa Williams (CEC): As we start to wind down our meeting today, we want to provide the key upcoming dates for the 2026-2027 investment plan update.

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01:53:31.430 --> 01:53:45.169

Marissa Williams (CEC): We published the staff draft of the investment plan on April 22nd. That's the version we've discussed throughout today's meeting. The next important milestone is the deadline for written comments, which is coming up on May 22nd.

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01:53:46.000 --> 01:53:53.139

Marissa Williams (CEC): We'll then reconvene for our second advisory committee meeting in June, where we'll review comments and discuss revisions.

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01:53:53.440 --> 01:53:58.319

Marissa Williams (CEC): From there, we'll incorporate additional feedback into a lead commissioner report.

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01:53:58.450 --> 01:54:01.050

Marissa Williams (CEC): Which we anticipate bringing forward in July.

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01:54:01.590 --> 01:54:14.619

Marissa Williams (CEC): That will then move into consideration at an August business meeting, followed by publication of the final commission report in September. You'll notice this schedule reflects our effort to adopt the investment plan earlier in the year.

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01:54:14.640 --> 01:54:31.780

Marissa Williams (CEC): Doing so allows us to begin implementing funding for the 2026-2027 fiscal year in a more timely and coordinated way. And over future cycles, we plan to continue shifting this timeline earlier, so that each investment plan is adopted before the fiscal year it applies to.

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01:54:32.230 --> 01:54:33.619

Marissa Williams (CEC): Next slide, please.

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01:54:35.900 --> 01:54:44.840

Marissa Williams (CEC): Thank you again to all of our advisory committee members and members of the public for your time, your engagement, and the thoughtful feedback you've shared throughout today's meeting.

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01:54:44.850 --> 01:54:59.009

Marissa Williams (CEC): Before we wrap up, I want to leave you with a few closing reminders. If you would like more information about the Clean Transportation Program or the topics we discussed today, you can visit the CEC's transportation webpage using the link shown here on the slide.

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01:54:59.370 --> 01:55:14.669

Marissa Williams (CEC): As a reminder, written comments on the staff draft of the investment plan are due by May 22nd. You can submit e-comments using the docket link provided. We really encourage your continued participation. Your feedback is essential as we finalize the investment plan update.

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01:55:15.350 --> 01:55:21.559

Marissa Williams (CEC): At this point, I'd like to invite Commissioner Skinner to offer any closing remarks she may have, and then adjourn the meeting.

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01:55:22.660 --> 01:55:29.150

Nancy Skinner: Mabel, thanks so much. Thanks for, pointing out those key dates and

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01:55:29.280 --> 01:55:47.699

Nancy Skinner: the ability for not only our advisory committee members, but also the public who participated, and others, to comment on the draft plan. So we welcome that, and as Mabel indicated, May 22nd as a deadline, so that we can update appropriately, and as she also indicated.

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01:55:48.340 --> 01:55:59.880

Nancy Skinner: our moving up the timeline is to reflect that the fiscal year starts July 1, and we are approving an investment plan that is funding

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01:55:59.880 --> 01:56:13.970

Nancy Skinner: in effect, that can be spent starting July 1. So, while this, particular timeline wouldn't have the Commission adopting until September, so a little few months after the beginning of the fiscal year.

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01:56:14.020 --> 01:56:28.240

Nancy Skinner: our continued effort to move it up a little bit, we may be able to get it aligned, and that's our intention. So, again, thank you, staff, for your good work on this. Charles, Mabel, Marissa, and the rest of the FTD staff

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01:56:28.730 --> 01:56:44.649

Nancy Skinner: And advisory committee members, as always, I really appreciate your participation and your very thoughtful comments. You've all, those of you who spoke have made some very productive suggestions to us, which, we will be...

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01:56:44.740 --> 01:56:52.119

Nancy Skinner: Working on and interacting with staff and such, and looking at the comments that we get submitted to make some revisions to the plan.

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01:56:52.570 --> 01:56:56.190

Nancy Skinner: And with that, I'll turn it back over to staff.

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01:57:04.500 --> 01:57:15.190

Charles Smith (CEC): Thank you, Commissioner. I believe that concludes our business today. Commissioner, the only last thing is to officially, conclude the meeting, which I think is your prerogative to do.

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01:57:17.260 --> 01:57:20.520

Nancy Skinner: Then, yes, we may officially conclude the meeting.

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01:57:20.520 --> 01:57:25.590

Charles Smith (CEC): So concluded. Thank you, Commissioner.

Thank you, Advisory Committee members. Thank you, everybody who joined us today.