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Logitech Energy Comments on CEC 2026-2027 Investment Plan

Additional submitted attachment is included below.

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Commissioner Nancy Skinner
California Energy Commission (CEC)
715 P Street, Sacramento, California, 95814
Re: Docket 26-ALT-01 2026-27 Clean Transportation Investment Plan

Dear Commissioner Skinner

On behalf Logitech Energy and our workforce development partners, we appreciate the opportunity to provide comments on the California Energy Commission's ("CEC") Draft 2026–2027 Investment Plan Update for the Clean Transportation Program. We specifically appreciate the inclusion of workforce development as a core strategic consideration within the investment framework and the continued commitment to supporting California's transition to a zero-emission transportation future.

The Draft Investment Plan appropriately recognizes workforce development as a critical enabling component of transportation electrification. As identified in the Advisory Committee presentation, the CEC has proposed continued investments in "Workforce Training and Development" and highlighted the need for "charging infrastructure service, maintenance, and repair workforce" development. The presentation further notes that workforce development remains a key "Other Consideration" alongside shared infrastructure and long-term strategic planning.

We strongly support these priorities and encourage the Commission to further expand investment in scalable, employer-connected workforce development models that directly address the rapidly growing need for Electrically skilled EV charging infrastructure technicians, software operators, maintenance personnel, fleet electrification specialists, and customer support professionals.

Logitech currently supports most of the commonly deployed EVSE OEM industry with approved instructor led training on multiple brands that results in Technician Certifications that allow the Technician to be approved to work on multiple brands of equipment.

California's EV Infrastructure Deployment Requires a Parallel Workforce Strategy
California has made historic investments in light-duty, medium-duty, and heavy-duty charging infrastructure.

However, infrastructure deployment alone will not ensure long-term charging reliability, uptime, customer confidence, or equitable access. California must also ensure the state has a sufficiently trained workforce capable of:

- Installing and commissioning EV charging infrastructure;
- Performing preventative maintenance and warranty service;
- Diagnosing and repairing charger failures;

- Managing charging software and remote monitoring systems;
- Supporting fleet electrification operations;
- Maintaining medium- and heavy-duty EVs; and
- Providing customer-facing technical support and operational assistance.

Without sufficient investment in these workforce categories, California risks creating infrastructure deployment bottlenecks, extended charger downtime, reduced charger reliability, delayed fleet transitions, and inequitable workforce participation in the clean transportation economy.

Workforce Development Funding Should Prioritize Scalable, Industry-Led Training Models
While we appreciate the continued commitment to workforce investment, we respectfully encourage the Commission to consider expanding funding levels and prioritizing programs that are:

1. Directly connected to real-world charging infrastructure deployment;
2. Supported by industry employers and labor partners;
3. Designed for rapid scaling;
4. Focused on both installation and long-term maintenance competencies; and
5. Accessible to underserved and disadvantaged communities;
6. Require Licensed Electricians and or some form of formal Electrical Background be a prerequisite to Technician training;

As California's charging ecosystem matures, workforce demand is increasingly shifting beyond initial installation toward long-term operations, maintenance, troubleshooting, software management, and charger reliability services. The Commission's proposed solicitation focused on charging infrastructure "service, maintenance, and repair" is therefore both timely and necessary.

Example of a Replicable Workforce Development Model
Logitech has developed a workforce development and technical training model designed specifically to support California's growing EV charging and fleet electrification ecosystem. The program includes:

- Manufacturer-certified and instructor-led agnostic EVSE training across multiple charger brands;
- Comprehensive curriculum covering site planning, hardware, software, installation, maintenance, and service operations;
- Hybrid and battery electric vehicle technician training;
- Utility, contractor, fleet, and customer-service workforce pathways;
- Partnerships with employers and labor organizations;
- Hands-on training facilities dedicated to interactive technical instruction.

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This training model was intentionally designed to align with actual market demand and field conditions. Workforce pathways include EV charging field service technicians, customer support personnel, fleet maintenance technicians, and software-enabled charger operations specialists. Importantly, the program also incorporates equity-centered workforce development components, including partnerships supporting anti-recidivism initiatives and transitional workforce opportunities for justice-impacted individuals. These types of programs can help ensure California's clean transportation transition delivers inclusive economic benefits while addressing labor shortages.

Recommendations for the Final Investment Plan
We respectfully encourage the Commission to incorporate the following recommendations into the final 2026–2027 Investment Plan:

1. Expand Workforce Development Funding
Given the scale of California's infrastructure deployment goals, workforce investments should grow proportionally with charging infrastructure investments. Additional funding would support:

- Regional training hubs;
- Mobile and field-based training models;
- Service and maintenance workforce development;
- Fleet electrification workforce transition programs; and
- Workforce pipelines serving disadvantaged communities.

2. Prioritize Charger Reliability and Maintenance Workforce Training
The market is increasingly experiencing a need for qualified charger maintenance and repair personnel that have Electrical Qualifications.
Funding should prioritize training models that prepare workers for:

- Preventative maintenance on EVSE - Electrical Equipment with EVSE OEM Certification;
- Network diagnostics;
- Remote monitoring;
- Warranty repair with OEM EVSE Certifications;
- Software troubleshooting;
- Interoperability testing; and
- Spare parts and logistics management.

These competencies are essential to maintaining charger uptime and ensuring public confidence in California's charging network.

3. Support Industry-Agnostic and Manufacturer-Certified Training
Programs should prepare workers to operate across multiple charger platforms and technologies. Industry-agnostic training with EVSE OEM Certification ensures workforce

flexibility while manufacturer-certified instruction improves safety, reliability, and quality assurance.

4. Align Workforce Investments with Medium- and Heavy-Duty Fleet Electrification
California's transition to medium- and heavy-duty electrification will require specialized technical competencies not currently available at sufficient scale. Workforce funding should support:

- Fleet charging infrastructure operations;
- Utility coordination;
- Depot charging maintenance;
- Electric vehicle maintenance and diagnostics;
- Energy management software; and
- High-power charging system service.

5. Encourage Partnerships Between Industry, Labor, Community Organizations, and Educational Providers
The most effective workforce programs are those that connect training directly to employment opportunities. Future solicitations should encourage partnerships among:

- Industry employers;
- Labor organizations;
- Community-based organizations;
- Workforce development boards;
- Technical schools;
- Community colleges; and
- Public agencies.

6. Prioritize Equity-Focused Workforce Access
The Commission should continue prioritizing workforce pathways for disadvantaged communities, low-income populations, veterans, and justice-impacted individuals. Programs with demonstrated wraparound support services and direct employer connections can improve retention and long-term career placement outcomes.

Conclusion
California's leadership in transportation electrification depends not only on deploying charging infrastructure, but also on building the workforce required to install, operate, maintain, and support that infrastructure over the long term.

We commend the California Energy Commission for recognizing workforce development as a strategic component of the Clean Transportation Program and for proposing targeted investments in EV infrastructure service and maintenance training. We encourage the

Commission to further strengthen these efforts by prioritizing scalable, industry-connected, equity-focused workforce development models capable of meeting California's rapidly growing transportation electrification needs.

Sincerely:

Cameron Funk

Cameron Funk

CEO Logitech Energy