

**DOCKETED**

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## **InCharge Energy Comments on CEC 2026-2027 Investment Plan**

*Additional submitted attachment is included below.*



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

InCharge Energy appreciate the chance to provide feedback on the 2026-27 Investment Plan Update for the Clean Transportation Program (CTP) and also want to thank the CEC for recognizing the need to provide proposed funding for Workforce Development to address infrastructure service, maintenance and repairs.

InCharge is a vertically integrated Hardware, Software, Installation & Service company headquartered in California with approximately 30,000 EVSE Assets under management for maintenance and repairs, the majority of them DCFC.

InCharge manages these assets remotely via an OCPP asset management platform designed to provide superior uptime via 24/7 remote monitoring with 2 Network Operations Centers and a W2 workforce comprised of Trained Certified EVSE Technicians and Electricians that operate under a California C10 license.

We serve much of the EVSE industry with Certified OEM technicians on multiple major brands of EVSE equipment.

I am the founder InCharge energy and am also a Licensed Electrician and Contractor with over 40 years in the Electrical Industry 25 of those in EVSE installation and repair, much with CEC funding as a component.

We have seen firsthand the shortage of skilled trained technicians who have industry recognized OEM EVSE accreditation and are qualified to work on both EVSE and Electrical Systems.

Most EVSE OEMs and CPO's have also recognized this issue, and have begun requiring some form of training and certification in order for a technician to be authorized and qualified to install and maintain their equipment.

In addition to this issue there is a stream of new EVSE brands and models being brought to market, as well as some EVSE OEMs going out of business altogether, complicating the challenge of keeping this equipment working.

The CEC has made significant investments with funding for Public and Fleet EVSE installations and there is a good portion of that equipment that is now non operable and or out of warrantee.

This equipment can be repaired and returned to service if qualified technicians who have OEM Certified training to work on this equipment along with access to spare parts were available in the workforce.

Examples of where this approach toward service is proving to be effective at CEC funded sites such as UCSD, City of Pasadena, City of Los Angeles, County of Los Angeles, and School Districts that have all contracted Licensed Qualified Trained EVSE OEM Certified Electricians to repair non-working EVSE and implement proactive Maintenance Plans on an ongoing basis.

These are well paying jobs that provide an opportunity for an Individual with prior Electrical Experience and Electrical Qualification be upskilled and enter a workforce in the Clean Transportation Infrastructure industry.

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We believe that the ZEV Workforce Development New Charging Infrastructure service, maintenance and repair workforce solicitation is sorely needed and that the below suggestions be incorporated into the solicitation.

- 1) For this funding to be effective it must have a requirement that the workforce training be directed toward people with some form of existing Electrical Qualification prior to taking this training. Courses that teach students with no prior Electrical Experience or qualifications do not result in meaningful job creation and are potentially dangerous when exposing these individuals to environments that they are not qualified to work in. Additionally many of the issues that present when troubleshooting inoperable equipment are due to Electrical equipment that has failed upstream, and the EVSE technician needs to be qualified to work on that equipment in order for the industry to have an effective mean time to resolution on service calls.
- 2) Secondly the funding needs to have an EVSE OEM accredited certification component to be effective, for example the CEC and Major California Utilities have a list of approved EVSE OEMs and Models that qualify for programs, training should focus on that equipment and be majority focused on DCFC training and certification.

This will guarantee that successful graduates of these courses will receive certification to work on multiple common brands of EVSE equipment that are already installed and provide the greatest impact to repairing and maintaining the existing install base along with support on an ongoing basis for new installs.

If this funding is directed with these requirements, we are confident that the CEC can help provide a meaningful path to training and or retraining a workforce that can meaningfully address the problem of our aging EVSE infrastructure.

Sincerely

Cameron Funk

A handwritten signature in black ink that reads "Cameron Funk".

Founder – President InCharge Energy

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