

DOCKETED	
Docket Number:	26-ALT-01
Project Title:	2026-2027 Investment Plan Update for the Clean Transportation Program
TN #:	271292
Document Title:	June 30, 2026 Advisory Committee Meeting for the Clean Transportation Program - Automated transcript with light corrections
Description:	N/A
Filer:	Spencer Kelley
Organization:	California Energy Commission
Submitter Role:	Commission Staff
Submission Date:	7/7/2026 9:12:42 AM
Docketed Date:	7/7/2026

June 30, 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/meeting/2026-06/public-meeting-advisory-committee-clean-transportation-program-investment>

Advisory Committee members who attended remotely:

Commissioner Nancy Skinner	Jennifer Cohen
Andrew Martinez (alternate)	Joel Levin
Beverly Greene	Katrina Fritz
Rev. Charles Dorsey	Luis Olmedo
Daniel Ferguson	Mars Wu
Elise Candelaria	Micah Mitrosky
Greg Cane	Nick Blair
Rev. Harvey Vaughn III	Teresa Bui

WEBVTT

1

00:00:00.150 --> 00:00:02.340

CEC IT Audio: We are now live and recording.

2

00:00:03.710 --> 00:00:11.980

Charles Smith (CEC): Morning, everyone. We're gonna wait just another minute or two for advisory committee members and members of the public to continue logging in, and then we'll get started.

3

00:01:54.270 --> 00:02:17.409

Charles Smith (CEC): All right, I think we can get started. Good morning, everyone. Thank you for joining us today. This is the public meeting of the Advisory Committee for the Clean Transportation Program Investment Plan. It's great to see everyone online and in the room. My name is Charles Smith, and I'm a Branch Manager within the California Energy Commission's Fuels and Transportation Division. Joining us today is our Lead Commissioner on Transportation, Nancy Skinner, and members of her staff.

4

00:02:17.500 --> 00:02:26.880

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've contributed to today's materials.

5

00:02:27.250 --> 00:02:28.320f

Charles Smith (CEC): Next slide.

6

00:02:31.090 --> 00:02:31.850

Charles Smith (CEC): Great.

7

00:02:32.160 --> 00:02:45.109

Charles Smith (CEC): Just a couple housekeeping items before we begin. This meeting is being recorded. Virtual participation is possible through Zoom or via telephone. The meeting event webpage is listed here, and it includes a copy of this slide deck.

8

00:02:45.300 --> 00:02:58.429

Charles Smith (CEC): Also listed here is a link to where you can file additional public comment on the 2026-2027 investment plan update for the Clean Transportation Program. We ask for those comments by Wednesday, July 8th.

9

00:02:59.760 --> 00:03:01.990

Charles Smith (CEC): We'll put those links into the chat.

10

00:03:02.660 --> 00:03:04.040

Charles Smith (CEC): Next slide, please.

11

00:03:06.160 --> 00:03:25.119

Charles Smith (CEC): Here's a quick rundown of today's agenda. We'll start with Advisory Committee Member Roll Call, followed by opening remarks by Commissioner Skinner. We will then provide updates on the Clean Transportation Program activities and proposed modifications to the 2026-2027 Investment Plan Update, followed by Advisory Committee discussion.

12

00:03:25.310 --> 00:03:29.060

Charles Smith (CEC): Finally, we'll have a public comment period later, and then wrap up.

13

00:03:29.370 --> 00:03:30.419

Charles Smith (CEC): Next slide.

14

00:03:33.200 --> 00:03:45.399

Charles Smith (CEC): Alright, we'll now do a quick roll call of advisory committee members. I'll be reading through the members' names. Please unmute yourself if on Zoom, or use a microphone here in the room to stay here or present.

15

00:03:46.150 --> 00:03:48.710

Charles Smith (CEC): Alright, Commissioner Nancy Skinner?

16

00:03:48.710 --> 00:03:49.500

Nancy Skinner: Present.

17

00:03:49.970 --> 00:03:52.220

Charles Smith (CEC): Thank you. Beverly Green?

18

00:03:53.940 --> 00:03:54.980

Beverly Greene: present.

19

00:03:55.250 --> 00:04:02.179

Charles Smith (CEC): Thank you. Bill McGavern? Present in person. Thank you. Brittany Carpenter?

20

00:04:04.730 --> 00:04:05.690

Charles Smith (CEC): Brittany?

21

00:04:07.120 --> 00:04:11.959

Charles Smith (CEC): Okay, Christopher Grundler or Andrew Martinez?

22

00:04:12.590 --> 00:04:14.250

Andrew Martinez: I'm present.

23

00:04:14.480 --> 00:04:15.500

Charles Smith (CEC): Thank you, Andrew.

24

00:04:18.649 --> 00:04:20.159

Charles Smith (CEC): Daniel Ferguson?

25

00:04:21.440 --> 00:04:22.140

Daniel Ferguson: Present.

26

00:04:22.660 --> 00:04:25.310

Charles Smith (CEC): Thank you. Elise Candelaria?

27

00:04:25.310 --> 00:04:26.130

Elise Candelaria, ETP: present.

28

00:04:26.430 --> 00:04:32.969

Charles Smith (CEC): Thank you. Gia Vacin confirmed that she would not be able to join, unfortunately.

29

00:04:33.640 --> 00:04:35.110

Charles Smith (CEC): Gillian Gillette?

30

00:04:39.280 --> 00:04:42.990

Charles Smith (CEC): Gillian? Okay. Gregory Cane?

31

00:04:43.690 --> 00:04:44.330

Greg Cane: Here.

32

00:04:45.530 --> 00:04:47.430

Charles Smith (CEC): Thank you. Jennifer Cohen?

33

00:04:47.430 --> 00:04:48.570

Jennifer Cohen: Here.

34

00:04:48.570 --> 00:04:50.160

Charles Smith (CEC): Thank you. Joel Levin?

35

00:04:51.010 --> 00:04:52.199

Joel Levin: I'm here.

36

00:04:52.540 --> 00:04:54.719

Charles Smith (CEC): Great, thank you. Katrina Fritz?

37

00:04:55.060 --> 00:04:56.000

Katrina Fritz: Present.

38

00:04:56.340 --> 00:04:57.770

Charles Smith (CEC): Thank you. Next slide.

39

00:05:00.490 --> 00:05:02.010

Charles Smith (CEC): Larry Engelbrecht?

40

00:05:05.240 --> 00:05:06.950

Charles Smith (CEC): Larry?

41

00:05:07.510 --> 00:05:08.910

Charles Smith (CEC): Laura Ranger?

42

00:05:11.250 --> 00:05:13.559

Charles Smith (CEC): Okay, Luis Olmedo?

43

00:05:14.240 --> 00:05:15.090

Luis Olmedo: present.

44

00:05:15.390 --> 00:05:17.440

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

45

00:05:19.140 --> 00:05:21.459

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

46

00:05:21.460 --> 00:05:22.310

Micah Mitrosky: Here.

47

00:05:22.920 --> 00:05:25.079

Charles Smith (CEC): Thank you. Michael Pimentel?

48

00:05:25.460 --> 00:05:29.040

Charles Smith (CEC): Here. Thank you. Morris Lum? Here.

49

00:05:29.570 --> 00:05:30.620

Charles Smith (CEC): He's here.

50

00:05:31.340 --> 00:05:32.400

Charles Smith (CEC): Nick Blair.

51

00:05:32.400 --> 00:05:32.990

Nick Blair, ACWA: Here.

52

00:05:33.750 --> 00:05:34.690

Charles Smith (CEC): Thank you.

53

00:05:34.940 --> 00:05:36.689

Charles Smith (CEC): Reverend Charles Dorsey?

54

00:05:41.490 --> 00:05:42.910

Charles Smith (CEC): Reverend Dorsey?

55

00:05:44.380 --> 00:05:47.049

Charles Smith (CEC): All right, Reverend Harvey Vaughn III?

56

00:05:52.160 --> 00:05:53.430

Charles Smith (CEC): Reverend Vaughn?

57

00:05:54.650 --> 00:05:56.520

Charles Smith (CEC): Alright, Sam Wilson?

58

00:05:57.220 --> 00:06:00.210

Charles Smith (CEC): Present. Thank you. Suzanne Caflisch?

59

00:06:03.950 --> 00:06:05.050

Charles Smith (CEC): Suzanne?

60

00:06:06.690 --> 00:06:07.860

Charles Smith (CEC): Ted Lamm?

61

00:06:08.960 --> 00:06:09.810

Ted Lamm: Here.

62

00:06:10.050 --> 00:06:12.090

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

63

00:06:12.470 --> 00:06:13.380

Teresa Bui: Present!

64

00:06:13.960 --> 00:06:14.730
Charles Smith (CEC): Thank you.

65
00:06:14.730 --> 00:06:15.700
Charles Smith (CEC): And Vanessa Warheit.

66
00:06:16.450 --> 00:06:17.690
Vanessa Warheit: Warheit, here.

67
00:06:18.030 --> 00:06:19.289
Charles Smith (CEC): Thank you.

68
00:06:21.420 --> 00:06:31.469
Charles Smith (CEC): Alright, I believe at this point we have a quorum, and so now we'll move on to the next slide, and I'll invite Commissioner Skinner to provide any opening remarks.

69
00:06:32.530 --> 00:06:56.300
Nancy Skinner: Thank you, Charles, and good morning, everyone. Thank you so much for joining our second meeting to discuss the 26-27 draft Clean Transportation Investment Plan. And, I especially want to thank Charles and Marissa Williams, Mabel Lopez, and the other fuels and transportation staff who are

70
00:06:56.610 --> 00:06:58.520
Nancy Skinner: either in the room

71
00:06:58.660 --> 00:07:11.669
Nancy Skinner: or assisting us remotely for their preparation of the draft plan, and for handling all the logistics of our meetings. So, appreciate it. Thank you very much.

72
00:07:12.690 --> 00:07:20.970

Nancy Skinner: As you all are aware, and excuse me, I'm coming off of a cold, so I may cough a little. Anyway, as you are all aware.

73

00:07:21.630 --> 00:07:24.460

Nancy Skinner: We issued the draft investment plan.

74

00:07:24.470 --> 00:07:41.039

Nancy Skinner: prior to our last meeting, and then we had a comment period. So, in addition to the comments that you all made while... during that meeting, there was the opportunity for people to submit written comments, and we received many on that plan.

75

00:07:41.040 --> 00:07:54.740

Nancy Skinner: Though I was very pleased to see that many of the recurrent themes were reflected already in the draft that we had presented. And those were, for example, strong support to prioritize

76

00:07:54.880 --> 00:07:59.270

Nancy Skinner: Charging installations at multifamily residences.

77

00:07:59.310 --> 00:08:08.200

Nancy Skinner: continued emphasis on supporting the ZEV infrastructure for our medium-duty and heavy-duty vehicles.

78

00:08:08.200 --> 00:08:24.689

Nancy Skinner: and continued support to fund the workforce development and training that we will need to achieve our ZEV goals. Marissa will cover more of these comments and input that we received in more detail in her presentation.

79

00:08:25.360 --> 00:08:48.609

Nancy Skinner: And then Charles will, though actually Charles will probably do this first, will present details on recent and upcoming funding opportunities that FTD has either underway or about to announce. And I referenced some of those in the last meeting. For example, upcoming for light duty, we will have another round of CALeVIP,

80

00:08:49.090 --> 00:08:57.469

Nancy Skinner: We will offer, a particular, funding opportunity for multifamily programs, and...

81

00:08:58.010 --> 00:09:13.729

Nancy Skinner: open right now is our program new, called EV HOME, and that one is, I think, particularly relevant, given that the legislature just adopted Governor Newsom's proposal for

82

00:09:14.150 --> 00:09:18.379

Nancy Skinner: On the hood, as we call it, rebates to...

83

00:09:18.390 --> 00:09:30.689

Nancy Skinner: buyers of electric vehicles, and so CARB will be working very, diligently to get that out the door soon. And the purpose of the EV HOME

84

00:09:30.690 --> 00:09:43.520

Nancy Skinner: solicitation is to have community groups in... who are, work with or based in our disadvantaged communities or low-income communities who will

85

00:09:43.890 --> 00:09:59.190

Nancy Skinner: Bundled together various incentives, because in addition to the state's new incentive, there are other organizations and entities that offer incentives, whether it's an air district, or a community choice aggregator, or others.

86

00:09:59.340 --> 00:10:11.390

Nancy Skinner: Anyway, we're seeking, organizations that are willing to do that kind of assistance to households in disadvantaged communities and low-income communities

87

00:10:11.390 --> 00:10:36.289

Nancy Skinner: to bundle together such incentives, help them acquire an electric vehicle, and then our program would also fund installation of charging, or help ensure that they have access to at-home or near their residence charging. So that solicitation is open now, and applications due in August. Then we also have another round of the

88

00:10:36.290 --> 00:10:38.529

Nancy Skinner: federal monies, the NEVI monies.

89

00:10:39.250 --> 00:10:48.920

Nancy Skinner: And within the multi... Sorry, the medium duty and heavy-duty vehicle, infrastructure, we have

90

00:10:48.920 --> 00:11:12.819

Nancy Skinner: currently open, a solicitation for school bus electrification, and there's other... various other solicitations that were recently closed, or about... were about to send notices out of proposed awards, and Charles will go over those. Now regarding the funding allocations in our draft investment plan.

91

00:11:12.820 --> 00:11:24.320

Nancy Skinner: They do remain the same as presented at the last advisory committee, and as I mentioned, we were very thankful that much of the comments we received reflected already the, the,

92

00:11:24.820 --> 00:11:28.500

Nancy Skinner: the... Thrust of the draft plan.

93

00:11:28.710 --> 00:11:31.649

Nancy Skinner: So, with that, I'll turn it back over to Charles.

94

00:11:34.650 --> 00:11:39.249

Charles Smith (CEC): Alright, thank you, Commissioner Skinner.
Let's go to the next slide, please.

95

00:11:40.630 --> 00:11:48.410

Charles Smith (CEC): Great, we'll now provide background on the Clean Transportation Program, and some updates on program activities that have occurred since our last meeting.

96

00:11:48.950 --> 00:11:50.120

Charles Smith (CEC): Next slide.

97

00:11:51.320 --> 00:12:08.590

Charles Smith (CEC): So the CEC's Clean Transportation Program supports the development and deployment of zero-emission technologies and fuels across the state. It provides roughly \$95 million per year, and is designed to complement other state programs and investments working toward California's climate and air quality goals.

98

00:12:08.860 --> 00:12:21.550

Charles Smith (CEC): The chart on this slide shows funding allocations from 2015 through 2026. It includes investments from the Clean Transportation Program, as well as contributions from the Greenhouse Gas Reduction Fund and the General Fund.

99

00:12:21.850 --> 00:12:34.019

Charles Smith (CEC): The categories shown span emerging technologies, fuel production, workforce development,

manufacturing, light-duty charging infrastructure, hydrogen, and medium and heavy duty ZEV infrastructure.

100

00:12:34.740 --> 00:12:42.569

Charles Smith (CEC): This long-term view helps illustrate how the program's funding has been distributed across multiple clean transportation priorities over time.

101

00:12:42.780 --> 00:12:43.810

Charles Smith (CEC): Next slide.

102

00:12:45.700 --> 00:13:03.469

Charles Smith (CEC): We'll now share some updates on the CEC's zero-emission vehicle infrastructure work for the light duty sector. As a quick reminder, our funding approaches differ depending on program needs. Some efforts use targeted solicitations, while others use block grant incentive programs.

103

00:13:04.170 --> 00:13:12.349

Charles Smith (CEC): For recent deployment work, much of our activity has centered around the CALeVIP 2.0 and Communities in Charge block grant programs.

104

00:13:12.520 --> 00:13:31.050

Charles Smith (CEC): Looking ahead to fall of 2026, we have two major launches. CALeVIP 2.0 will continue expanding public fast charging, especially in areas where we still see gaps in access. And the next Communities in Charge funding wave will support Level 1 and Level 2 charging at multifamily properties.

105

00:13:31.050 --> 00:13:34.479

Charles Smith (CEC): Which remains one of the biggest infrastructure needs for renters.

106

00:13:35.410 --> 00:13:50.560

Charles Smith (CEC): For near-term opportunities, as the Commissioner mentioned, we currently have the EV home solicitation open. This supports community-based outreach along with incentives for home charging equipment, particularly for residents in low-income and disadvantaged communities.

107

00:13:51.100 --> 00:14:01.050

Charles Smith (CEC): We're also continuing our partnership with Caltrans on the federal NEVI formula program, which supports public DC fast charging along designated highway corridors.

108

00:14:01.250 --> 00:14:10.499

Charles Smith (CEC): To date, we've announced proposed NEVI awards totaling about \$73 million for more than 130 stations and over 850 fast-charging ports.

109

00:14:11.080 --> 00:14:20.350

Charles Smith (CEC): Over just the past 6 months, we've released 4 new NEVI solicitations, 2 focused on light duty charging, 2 focused on medium and heavy-duty charging.

110

00:14:20.670 --> 00:14:29.700

Charles Smith (CEC): The two light-duty solicitations, released in December 2025 and February 2026, provide a combined \$158 million.

111

00:14:31.010 --> 00:14:38.560

Charles Smith (CEC): One of these closed in March, and we look forward to announcing these proposed awards soon. The other remains open until October 16th.

112

00:14:39.250 --> 00:14:47.789

Charles Smith (CEC): We'll continue to use these funding tools to expand charging access where it's most needed, and to support reliable statewide travel for EV drivers.

113

00:14:47.980 --> 00:14:49.180

Charles Smith (CEC): Next slide, please.

114

00:14:51.420 --> 00:15:02.619

Charles Smith (CEC): In the medium and heavy duty sector, we've released several funding opportunities focused on different segments of the market, from ports to large depots to projects implementing long-term blueprints.

115

00:15:02.620 --> 00:15:26.109

Charles Smith (CEC): We have some updates to these funding opportunities announced just yesterday, so not in time for these slides, unfortunately. We're still awaiting proposed awards for the Port ZEV infrastructure solicitation, but for the Depot ZEV infrastructure for on-road ZEVs, we have proposed awards of about \$56 million in CEC funds, with \$48 million in match funding.

116

00:15:26.180 --> 00:15:33.000

Charles Smith (CEC): Which will support 218 MDHD charging ports and 12 hydrogen fueling positions.

117

00:15:33.690 --> 00:15:50.220

Charles Smith (CEC): For ZEV infrastructure blueprint implementation, we have proposed awards of about \$46 million in CEC funds and \$51 million in match funding, which will support 177 MDHD charging ports and 2 hydrogen refueling positions.

118

00:15:51.080 --> 00:16:03.840

Charles Smith (CEC): For these latter solicitations, based on the heavy demand for the funds, we are making more funding

available than originally advertised, which will enable further emission reductions in communities that experience high exposure to pollution.

119

00:16:05.050 --> 00:16:13.620

Charles Smith (CEC): We also continue to offer funding through our block grant model, which includes support for advanced charging technologies like megawatt-scaled systems.

120

00:16:13.910 --> 00:16:21.160

Charles Smith (CEC): These projects are important stepping stones toward meeting the charging requirements of larger trucks as manufacturers ramp up production.

121

00:16:22.470 --> 00:16:35.790

Charles Smith (CEC): In addition, the NEVI program continues to be an important source of funding for corridor charging for commercial fleets that rely on long-distance routes. The goal here is to create predictable, reliable charging along major corridors.

122

00:16:36.040 --> 00:16:54.699

Charles Smith (CEC): On the open solicitation side, we currently have funding available for school bus infrastructure. This supports districts that are either expanding existing electric bus fleets, or preparing for their first deployments. The available funding helps cover the specialized charging needs that school bus depots often face.

123

00:16:55.600 --> 00:17:07.579

Charles Smith (CEC): Overall, the focus in this sector is on accelerating infrastructure in the places where zero-emission trucks and buses are being deployed first, while also preparing the groundwork for a larger statewide build-out in the years ahead.

124

00:17:07.869 --> 00:17:09.170

Charles Smith (CEC): Next slide, please.

125

00:17:12.210 --> 00:17:21.220

Charles Smith (CEC): This slide highlights two more pillars of the Clean Transportation Program, strengthening hydrogen refueling options across the state, and preparing the ZEV workforce.

126

00:17:22.060 --> 00:17:44.100

Charles Smith (CEC): The open hydrogen funding opportunity supports both new station development and upgrades to the existing network. This includes dedicated funding for light-duty hydrogen, as well as funding that can support medium and heavy-duty applications. The goal is to strengthen station performance and fill geographic gaps so that hydrogen remains a dependable option across multiple vehicle sectors.

127

00:17:44.710 --> 00:17:59.200

Charles Smith (CEC): As the market grows, reliability and coverage become just as important as building new stations. This funding helps improve both, ensuring drivers and fleets have access to stations that are safe, functional, and consistent in their availability.

128

00:17:59.780 --> 00:18:17.080

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

129

00:18:18.740 --> 00:18:38.660

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

The Electric Vehicle Training Program, or EVITP fund, in partnership with the California Employment Training Panel, which supports EVITP certification for electricians, will open tomorrow, July 1st, for applications.

130

00:18:39.260 --> 00:18:59.200

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. In the coming weeks, the CEC expects to release the Charger Service Skills Accelerator to fund projects that will increase the state's workforce to service charging equipment.

131

00:18:59.710 --> 00:19:01.010

Charles Smith (CEC): Next slide, please.

132

00:19:02.530 --> 00:19:09.849

Charles Smith (CEC): All right, I'd now like to turn the presentation over to Marissa Williams, who will present on the 2026-2027 investment plan update itself.

133

00:19:21.140 --> 00:19:23.039

Marissa Williams (CEC): Alright, thank you, Charles.

134

00:19:23.710 --> 00:19:35.130

Marissa Williams (CEC): As mentioned, next we'll be providing an overview of the 2026-2027 investment plan update, which will be followed by advisory committee comment and discussion, and then public comment.

135

00:19:35.860 --> 00:19:37.170

Marissa Williams (CEC): Next slide, please.

136

00:19:39.970 --> 00:19:48.820

Marissa Williams (CEC): As a quick reminder, let's start with an overview of the foundation for the investment plan update, and the key elements that guide how it is developed.

137

00:19:49.310 --> 00:19:56.650

Marissa Williams (CEC): The investment plan offers high-level guidance on how the Clean Transportation Program invests in zero-emission technologies.

138

00:19:56.650 --> 00:20:16.340

Marissa Williams (CEC): It's structured to ensure that our funding decisions align with both the state's climate and equity goals and the most pressing market needs. Several factors guide the development of the plan. First, we follow the legislative direction that outlines the allowable uses and priorities for the Clean Transportation Program funding.

139

00:20:16.410 --> 00:20:36.530

Marissa Williams (CEC): That statutory framework ensures our investments remain consistent with statewide requirements and expectations. We also rely on analyses performed by the California Energy Commission. These assessments help us understand where infrastructure and workforce needs exist, and how state and federal policies may influence

140

00:20:36.530 --> 00:20:38.750

Marissa Williams (CEC): Investment priorities.

141

00:20:38.970 --> 00:20:43.610

Marissa Williams (CEC): This includes considering market trends, technology readiness, and gaps in deployment.

142

00:20:44.130 --> 00:20:57.640

Marissa Williams (CEC): We also look closely at the feedback from our advisory bodies, including the Clean Transportation

Program Advisory Committee and the Disadvantaged Communities Advisory Group. This input ensures that diverse perspectives and community needs are reflected in the plan.

143

00:20:58.120 --> 00:21:15.239

Marissa Williams (CEC): And lastly, public feedback is a major contributor. Comments from other interested parties, local governments, community-based organizations, and industry partners help us refine the plan and ensure the funding direction responds to real-world challenges and opportunities.

144

00:21:15.240 --> 00:21:28.820

Marissa Williams (CEC): Together, these sources shape the strategic direction of the investment plan and ensure that the Clean Transportation Program continues to make investments that are impactful, equitable, and aligned with California's broader zero-emission transportation goals.

145

00:21:29.500 --> 00:21:30.950

Marissa Williams (CEC): Next slide, please.

146

00:21:33.230 --> 00:21:52.669

Marissa Williams (CEC): The fiscal year 2026-2027 investment plan update development began with the publication of the staff draft investment plan on April 22nd, as Commissioner Skinner mentioned. That was followed by our first advisory committee meeting on May 8th, and then a meeting with the Disadvantaged Communities Advisory Group on May 15th.

147

00:21:53.000 --> 00:22:02.279

Marissa Williams (CEC): Interested parties were able to submit written comments on the staff draft through May 22nd, and that input helped inform the updates we'll be discussing today.

148

00:22:02.490 --> 00:22:22.110

Marissa Williams (CEC): Today's meeting is the second of the advisory committee meeting in the schedule. After this, the next major milestone will be publication of the Lead Commissioner Report, which we expect in July. That report will then go to the California Energy Commission's business meeting for consideration and potential approval on August 12th.

149

00:22:22.500 --> 00:22:26.049

Marissa Williams (CEC): If approved, the final commission report will be published.

150

00:22:27.200 --> 00:22:28.620

Marissa Williams (CEC): Next slide, please.

151

00:22:31.050 --> 00:22:44.959

Marissa Williams (CEC): After releasing the staff draft report, we received over 100 comments from interested parties. This includes input during the first advisory committee meeting, the disadvantaged communities advisory group meeting, and written comments from the docket.

152

00:22:45.120 --> 00:22:47.970

Marissa Williams (CEC): So here's a summary of the key topics.

153

00:22:48.750 --> 00:22:58.910

Marissa Williams (CEC): On light-duty charging infrastructure, there was strong support for prioritizing multifamily and affordable housing charging, including Level 1 and Level 2 long-dwell charging.

154

00:22:59.720 --> 00:23:13.470

Marissa Williams (CEC): For medium and heavy duty infrastructure, there was support for increasing ZEB infrastructure funding in this category, with a priority for

school districts, public fleets, excuse me, ports, and freight hubs.

155

00:23:14.650 --> 00:23:25.370

Marissa Williams (CEC): On hydrogen infrastructure, there was a mixed response on funding light-duty hydrogen projects, but support for improving existing station performance and utilization.

156

00:23:26.540 --> 00:23:37.209

Marissa Williams (CEC): And on workforce development, there was strong support for more coordinated workforce funding, including industry-aligned training and medium and heavy-duty focused technician training.

157

00:23:38.450 --> 00:23:39.840

Marissa Williams (CEC): Next slide, please.

158

00:23:43.270 --> 00:23:50.839

Marissa Williams (CEC): We also received comments on emerging opportunities, where there were requests to support decarbonization in the maritime sector.

159

00:23:51.590 --> 00:24:06.360

Marissa Williams (CEC): On equity and community engagement, commenters suggested going beyond the 50% benefit to disadvantaged or low-income communities, and there were requests for increased outreach and support for communities to access our funding opportunities.

160

00:24:07.360 --> 00:24:13.990

Marissa Williams (CEC): On the biomass fuels topic, there was a mixed response on funding new biomass fuel production projects.

161

00:24:14.610 --> 00:24:18.760

Marissa Williams (CEC): And there were also requests for predictable and consistent funding cycles.

162

00:24:20.150 --> 00:24:21.560

Marissa Williams (CEC): Next slide, please.

163

00:24:24.660 --> 00:24:30.660

Marissa Williams (CEC): Given this feedback, here are proposed modifications in this year's investment plan update.

164

00:24:31.210 --> 00:24:47.369

Marissa Williams (CEC): First, for light-duty charging infrastructure, the plan prioritizes investments that support at or near home charging. That includes both single-family and multifamily homes, with a particular focus on rental properties, where charging access continues to lag.

165

00:24:48.160 --> 00:25:01.570

Marissa Williams (CEC): For medium and heavy-duty infrastructure, the plan maintains support for deploying zero-emission vehicles in key sectors, with added emphasis on freight, port operations, public fleets, and school bus infrastructure.

166

00:25:01.840 --> 00:25:08.909

Marissa Williams (CEC): These areas represent some of the state's highest impact opportunities for reducing emissions, as shared by the Advisory Committee.

167

00:25:09.810 --> 00:25:27.039

Marissa Williams (CEC): On hydrogen infrastructure, the plan continues support for stations across all vehicle classes. There is also an added emphasis on improving performance and

utilization at existing stations to increase reliability and access for current hydrogen drivers and fleets.

168

00:25:27.560 --> 00:25:35.190

Marissa Williams (CEC): And finally, the plan continues investments in workforce training and development, with an emphasis on coordinated efforts.

169

00:25:35.310 --> 00:25:43.919

Marissa Williams (CEC): This ensures the state has the skilled workforce needed to build, operate, and maintain the charging and hydrogen infrastructure that these investments enable.

170

00:25:44.970 --> 00:25:46.350

Marissa Williams (CEC): Next slide, please.

171

00:25:49.800 --> 00:26:00.690

Marissa Williams (CEC): As for the proposed funding allocations for fiscal year 2026 to 2027, at this time, there are no changes proposed to the allocation levels across the major funding categories.

172

00:26:00.830 --> 00:26:12.159

Marissa Williams (CEC): For light-duty charging infrastructure, the allocation remains at \$48 million for fiscal year 2026-2027, followed by \$44.2 million and \$36.2...

173

00:26:12.170 --> 00:26:22.189

Marissa Williams (CEC): \$44.2 and \$36.2 million in the subsequent two fiscal years. For medium and heavy-duty zero-emission vehicle infrastructure.

174

00:26:22.190 --> 00:26:27.580

Marissa Williams (CEC): Funding continues at \$30.2 million in 2026 to 2027.

175

00:26:27.580 --> 00:26:42.669

Marissa Williams (CEC): Increasing to \$34 million, and then \$42 million over the following years. The footnote also notes that the legislature provided an additional \$38 million from the Greenhouse Gas Reduction Fund to support this category.

176

00:26:44.140 --> 00:26:51.340

Marissa Williams (CEC): Hydrogen-specific funding is maintained at \$15 million per year across all three fiscal years.

177

00:26:52.050 --> 00:27:06.939

Marissa Williams (CEC): And workforce training and development remains steady as well, at \$2 million annually. As a reminder, program funding allocations beyond this fiscal... upcoming fiscal year, 2026-2027, may be revised in future investment plan updates.

178

00:27:08.050 --> 00:27:14.920

Marissa Williams (CEC): These allocations provide stability and continuity for program planning while maintaining support across sectors.

179

00:27:16.190 --> 00:27:17.640

Marissa Williams (CEC): Next slide, please.

180

00:27:21.340 --> 00:27:27.310

Marissa Williams (CEC): Alright, at this time, I'll turn it back over to Charles to lead advisory committee discussion.

181

00:27:41.120 --> 00:27:42.970

Charles Smith (CEC): Thank you, Marissa.

182

00:27:43.180 --> 00:27:51.350

Charles Smith (CEC): Now we'll hear comments from the Advisory Committee. As a reminder, we'll have a public comment period after this as well. Next slide, please.

183

00:27:52.930 --> 00:28:09.830

Charles Smith (CEC): So, here's one question to prompt discussion, but obviously don't feel limited in responding just to this. Are there considerations to guide the investment plan? Or sorry, are there any emergent considerations to guide the investment plan for fiscal year 2026-2027?

184

00:28:10.510 --> 00:28:16.620

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

185

00:28:17.530 --> 00:28:21.070

Charles Smith (CEC): If you're an advisory committee member here in the room.

186

00:28:21.320 --> 00:28:25.909

Charles Smith (CEC): Please, raise your hand. Go ahead. Go ahead.

187

00:28:26.070 --> 00:28:33.290

Charles Smith (CEC): Please introduce yourself and your name and affiliation, please. And we're asking for comments to be 3 minutes or less.

188

00:28:33.660 --> 00:28:56.559

Bill Magavern: Good morning, Bill Magavern with the Coalition for Clean Air. Thanks very much for the presentation. I think

it's clear that California is moving forward with zero-emission transportation, despite all of the resistance from the federal government, and we see that in this plan, as well as in some of the budget items that were approved yesterday. As I say, every time this

189

00:28:56.560 --> 00:29:16.899

Bill Magavern: committee meets at Coalition for Clean Air. We're supportive of the zero-emission infrastructure across the board, but we especially prioritize the medium and heavy-duty sector because the need to reduce toxic diesel emissions that particularly harm the health of residents of our low-income communities of color.

190

00:29:16.950 --> 00:29:18.560

Bill Magavern: And,

191

00:29:18.560 --> 00:29:40.400

Bill Magavern: within that medium and heavy-duty sector, there's one item that you mentioned, briefly that I want to highlight, which is we should prioritize the zero emission infrastructure for public agencies, transit agencies, and local governments that are still regulated.

192

00:29:40.410 --> 00:29:57.620

Bill Magavern: and have targets that they have to meet, and we want them to meet those targets, and so providing that infrastructure, I think, is a real piece of that. Of course, these are public agencies that are limited in how they can raise revenue, so they particularly need the assistance.

193

00:29:58.020 --> 00:30:01.559

Bill Magavern: When it comes to the hydrogen-specific.

194

00:30:01.560 --> 00:30:19.070

Bill Magavern: category. Again, we want to prioritize medium and heavy duty. I had the opportunity recently to speak on a panel at the Senate Select Committee on Hydrogen, and also moderate a panel at the California Hydrogen Business Council's Annual Policy Summit.

195

00:30:19.070 --> 00:30:40.950

Bill Magavern: In both, I thought we heard a strong consensus across the board from industry, academics, government, and NGOs that the opportunities for hydrogen are greatest when it comes to buses, trucks, port equipment, and so this plan should also focus in those areas.

196

00:30:40.970 --> 00:31:04.899

Bill Magavern: When it comes to light duty, we definitely agree with prioritizing the multifamily housing sector. That's one where the private sector won't necessarily fill the need, and it's very challenging for a lot of the residents in multifamily housing to electrify because of the charging difficulties. So we definitely want to focus there.

197

00:31:04.900 --> 00:31:22.009

Bill Magavern: And I appreciate that the Communities in Charge program accommodates both Level 1 and Level 2 charging, because, you know, one or the other might be better, depending on the particular situation. So look forward to continuing this conversation. Thank you.

198

00:31:23.830 --> 00:31:35.469

Charles Smith (CEC): Right, thank you, Bill. Another advisory committee member in the room here, please go ahead, give your name and affiliation. Yeah, thank you. Michael Pimentel with the California Transit Association. I want to...

199

00:31:35.750 --> 00:31:50.230

Michael Pimentel: go ahead and redouble on the remarks that Bill Magavern has just given with regards to medium and heavy duty. I think as we look at this plan, as we look at the very limited resources that we have to direct across light, medium, and heavy duty.

200

00:31:50.250 --> 00:31:56.130

Michael Pimentel: The ROI, appears to be with the medium and heavy, duty, sector.

201

00:31:56.130 --> 00:32:19.729

Michael Pimentel: And would be strongly encouraging that to the extent that those monies continue to move forward, that there be that prioritization on public fleets. Of course, I represent California's transit agencies. As Bill has acknowledged, we are still under a mandate to transition to zero-emission technologies. It's our innovative clean transit rule. And what I'd like to remind folks here at the state is that that

202

00:32:19.730 --> 00:32:42.139

Michael Pimentel: regulation is not self-effectuating. It needs financial support for agencies to continue to make some steady progress on the adoption of zero-emission technologies. I would continue to preach that as these monies move forward, that we take a technology agnostic approach for the medium and heavy-duty sector. We find that agencies like to have

203

00:32:42.150 --> 00:33:06.790

Michael Pimentel: the flexibility to invest in the technology that's going to work best for their services. That is often a consideration of the operational characteristics of the technology, the financial capabilities of transit agencies, and then also, too, depending on the location of the agencies, the availability of the fuel. And so, in some areas, it is incredibly challenging.

204

00:33:06.890 --> 00:33:22.539

Michael Pimentel: to get the necessary power delivery to our systems in other areas of the state. There are no means to transport hydrogen to some remote locations. And so, again, having some flexibility is key.

205

00:33:22.840 --> 00:33:47.059

Michael Pimentel: I think as we consider some of the other cost categories, including on the training component, would want to uplift these monies being used to help support existing and scalable training programs that exist across the industries. Within our California transit industry. We have a number of organizations and consortiums that are

206

00:33:47.060 --> 00:34:12.050

Michael Pimentel: leading training to support the transition, rather than recreate the wheel. I would like to see investments made in those educational forums that are already doing the work and that can be expanded. The area that I also wanted to uplift is the matter of safety. Particularly as agencies are making transitions into hydrogen technologies, we are finding that at times, agencies are

207

00:34:12.050 --> 00:34:35.250

Michael Pimentel: facing some challenges related to safety protocols, knowledge on how best to approach these systems. Would also say, in fairness, those same challenges and the potential for things like thermal events exist with the battery electric technologies. And it's an area that, at this stage, we've seen very few resources being directed to these types of educational offerings from the

208

00:34:35.250 --> 00:34:44.509

Michael Pimentel: the federal government, as well as from the state government. So I would encourage that be a component of that workforce training as we advance. And so thank you for the opportunity.

209

00:34:45.790 --> 00:34:51.030

Charles Smith (CEC): Great. Thank you, Michael. Another advisory committee member in the room?

210

00:34:52.130 --> 00:34:54.269

Charles Smith (CEC): Please. Name and affiliation.

211

00:34:55.580 --> 00:35:20.079

Sam Wilson: Thanks, and good morning. My name is Sam Wilson. I'm a Senior Analyst with the Union of Concerned Scientists. We really appreciate the Commission's continued leadership in advancing zero-emission technologies, especially, you know, now when federal rollbacks are creating real challenges for states' goals and progress. You know, we see the CTP as remaining a cornerstone of California's strategy to reduce pollution.

212

00:35:20.140 --> 00:35:45.050

Sam Wilson: improve public health and modernize our transportation system, so we appreciate that. In terms of the report, or the funding plan, we understand the need to temporarily increase funding for light duty, to backfill these federal gaps, but we would strongly encourage the Commission to, to maintain, or to return to, rather, a preference for investments in medium to heavy duty infrastructure

213

00:35:45.050 --> 00:35:47.149

Sam Wilson: Funding as soon as possible.

214

00:35:47.150 --> 00:35:51.239

Sam Wilson: I think my colleagues here have said this, in...

215

00:35:51.240 --> 00:36:16.229

Sam Wilson: some ways just now, but medium and heavy-duty vehicles are the largest source of ozone-forming pollution across the state, and a major driving force of pollution near ports, rail yards, warehouses, etc. About 1 in 3 Californians today lives in close proximity to a major freight facility. Those areas are well known to have higher rates of cancer from toxic

216

00:36:16.230 --> 00:36:18.030

Sam Wilson: exposure,

217

00:36:18.130 --> 00:36:42.170

Sam Wilson: and other negative health consequences, so moving back to a preference for medium and heavy-duty vehicles as soon as possible is something that we see as key for future investments. Second, echo what we've heard previously, just recommend maximizing investments in battery electric vehicles. These vehicles, or this technology today, has both environmental and economic preference in most cases.

218

00:36:42.220 --> 00:37:02.769

Sam Wilson: We would recommend that the funding that is, you know, required to be dedicated to hydrogen be focused on the hardest to electrify vehicles, specifically medium and heavy-duty vehicles, the hardest to electrify in that sector, and where it makes, you know, feasibility and economic sense.

219

00:37:02.770 --> 00:37:23.150

Sam Wilson: Finally, just given the scale of the federal funding losses that we're experiencing, we would encourage the Commission to work closely with other state agencies to explore durable and sustainable revenue strategies. You know, even with the recently announced \$135 million for commercial vehicle electrification incentives over the past few days.

220

00:37:23.150 --> 00:37:34.670

Sam Wilson: Coupled with the, CFR funding from LCFS, we're still seeing that the... we're estimating that the state's gonna fall, pretty far below, the goals that,

221

00:37:34.700 --> 00:37:50.060

Sam Wilson: the funding goals that the different agencies have stated over the past few months. So, just wrapping up, we appreciate Commission's support for continued transportation electrification, and we look forward to continuing our collaboration. Thank you.

222

00:37:52.280 --> 00:37:53.240

Charles Smith (CEC): Wonderful.

223

00:37:53.680 --> 00:37:59.530

Charles Smith (CEC): And thank you, Sam. Any other advisory committee members in the room that wish to speak at this time?

224

00:38:04.730 --> 00:38:13.050

Charles Smith (CEC): All right, hearing none, we'll move into the advisory committee members online for the Zoom.

225

00:38:13.170 --> 00:38:20.449

Charles Smith (CEC): Please let us know if you'd like to make a comment by using the raise hand feature. I already see about a half dozen or so raised, which is great.

226

00:38:22.350 --> 00:38:32.459

Charles Smith (CEC): Let's see, I'll first call on Luis Olmedo. Please go ahead and unmute yourself and give your name and affiliation for the record, please.

227

00:38:33.640 --> 00:38:40.650

Luis Olmedo: Good morning, this is Luis Olmedo, I'm the Executive Director of Comité Civico del Valle. Thank you, Commissioner Skinner, and

228

00:38:40.780 --> 00:38:48.570

Luis Olmedo: the entire, CEC team that, brought this Plan this far, and...

229

00:38:48.820 --> 00:38:54.080

Luis Olmedo: And they appreciate and do see the... Commitment.

230

00:38:54.350 --> 00:39:01.489

Luis Olmedo: and inclusion of all comments, both from commissioners as well... I'm sorry, from advisors as well as

231

00:39:01.600 --> 00:39:04.159

Luis Olmedo: The public and stakeholders in this.

232

00:39:04.300 --> 00:39:07.509

Luis Olmedo: I do have a few points I want to highlight.

233

00:39:07.800 --> 00:39:12.399

Luis Olmedo: It's not insubstantive when it comes to the distribution.

234

00:39:12.550 --> 00:39:18.479

Luis Olmedo: as I mentioned, appreciate, all the considerations, and...

235

00:39:18.600 --> 00:39:22.349

Luis Olmedo: And multiple times, there have been public comment opportunities.

236

00:39:22.930 --> 00:39:27.630

Luis Olmedo: I did want to highlight that when it comes to workforce training.

237

00:39:28.080 --> 00:39:30.390

Luis Olmedo: One of the failures that I have seen

238

00:39:30.650 --> 00:39:34.760

Luis Olmedo: Time and time again is... is utilizing the same...

239

00:39:35.210 --> 00:39:40.490

Luis Olmedo: Methods of training where people with...

240

00:39:40.830 --> 00:39:51.550

Luis Olmedo: Deep economic needs and need for jobs, end up in programs where they end up getting a certificate that a lot of times becomes pretty much a useless piece of paper.

241

00:39:51.680 --> 00:40:04.909

Luis Olmedo: I'd like to ask the CEC, Commissioner Skinner, and all others involved, and once they get into the details, we need to make sure that these workforce training opportunities that can be given

242

00:40:04.980 --> 00:40:13.850

Luis Olmedo: Whether it be a farm worker, or whether it be somebody in trades or unions, or other.

243

00:40:13.980 --> 00:40:19.220

Luis Olmedo: Members of the public want to transition into these types of jobs, that they be given real

244

00:40:19.470 --> 00:40:28.249

Luis Olmedo: Types of certificates that they can utilize for real jobs, not just a workforce training where

245

00:40:28.550 --> 00:40:39.649

Luis Olmedo: training happens, but no jobs opportunities can come of those certificates. The second one is economic justice. I see a lot of opportunities for economic justice here.

246

00:40:39.830 --> 00:40:53.590

Luis Olmedo: And, like to see that there be other models explored, not just the tradition. I mean, here we are making a huge transition, leading the world in California, and we're going from one, you know, big

247

00:40:53.680 --> 00:41:03.119

Luis Olmedo: business economic model to another one big business. Why don't we focus on our rural, on our disadvantaged, on our small business opportunities.

248

00:41:03.120 --> 00:41:14.650

Luis Olmedo: There's a lot of opportunities to bring jobs to California, a lot of opportunities to demonstrate to the United States that we can bring our main streets back, that we can bring our small business back.

249

00:41:14.660 --> 00:41:22.930

Luis Olmedo: Rather than just exchanging these dollars from big corporations to big corporations. The other, is,

250

00:41:23.350 --> 00:41:30.180

Luis Olmedo: Disadvantaged communities, monumental justice communities, poorly developed communities, rural communities.

251

00:41:30.740 --> 00:41:35.090

Luis Olmedo: It's... these, whether it's a Level 1, Level 2,

252

00:41:35.590 --> 00:41:41.350

Luis Olmedo: The upgrades in these communities are almost a must be factored in.

253

00:41:41.550 --> 00:41:45.489

Luis Olmedo: It's not just enough that, here's your charger.

254

00:41:45.870 --> 00:41:51.780

Luis Olmedo: here's, you know, it's gonna require panel upgrades, electrical upgrades, and I don't...

255

00:41:51.990 --> 00:42:07.369

Luis Olmedo: In the past, I haven't seen that type of investments. It's always a surprise once, whether it's a small developer or residents, they end up getting sticker shock, that it's not enough just to put the charger.

256

00:42:08.350 --> 00:42:16.909

Luis Olmedo: The other is the rebates. I've seen, again, historically. We're gonna cover 30%, 50%, 80%.

257

00:42:17.070 --> 00:42:22.359

Luis Olmedo: again, speaking from experience, these rebates have not

258

00:42:23.230 --> 00:42:31.849

Luis Olmedo: ever once met their promise. They over-promised, and I think that it was a great opportunity to either up.

259

00:42:32.360 --> 00:42:37.609

Luis Olmedo: The percentage of these dollars that go to these projects, or...

260

00:42:37.910 --> 00:42:47.360

Luis Olmedo: Find better calculations, because there's a lot of hidden costs, and you have developers going out there, you have, again, small developers, large developers.

261

00:42:47.540 --> 00:42:52.149

Luis Olmedo: That, you know, they think they're gonna get, and I'm just using a number.

262

00:42:52.450 --> 00:43:09.589

Luis Olmedo: 50%, and that ends up being less than 20%, because there's a lot of hidden costs. So I would say that there's opportunity to work on those numbers and those percentages, or just be real cautious not to over-promise. And the last thing I'll mention is...

263

00:43:09.760 --> 00:43:14.260

Luis Olmedo: just again, rural California needs more.

264

00:43:14.370 --> 00:43:16.220

Luis Olmedo: They lack infrastructure.

265

00:43:16.430 --> 00:43:31.879

Luis Olmedo: And that's one of the things that have just continued to be there, and I didn't hear enough of that, but I'd like to continue to bring that to the attention that rural communities, or as we call them, EV deserts.

266

00:43:32.030 --> 00:43:50.439

Luis Olmedo: I'm sure it's nothing new. We need more infrastructure, more electrical panels, you know, more of

everything. So just please, as the details get drawn out, as the RFPs begin to go out, that that is considered. Thank you very much for this time.

267

00:43:51.570 --> 00:43:53.580

Charles Smith (CEC): Yeah, thank you for the feedback.

268

00:43:54.540 --> 00:44:06.100

Charles Smith (CEC): The next hand I see raised on Zoom, is for Reverend Charles Dorsey. Reverend Dorsey, if you can unmute on your end, thank you, and give your name and affiliation, please.

269

00:44:06.310 --> 00:44:14.569

Rev. Charles Dorsey: Good morning, Charles Dorsey, Dorsey Group, long-term, advocate in this space. I just wanna,

270

00:44:14.660 --> 00:44:33.750

Rev. Charles Dorsey: There's a couple of considerations that need to be mentioned, and I want to sort of quadruple down on Luis' comments, right? I want to suggest that these numbers, even as we sort of cycle through them, I saw that we made some adjustments and more investments in the

271

00:44:33.810 --> 00:44:41.419

Rev. Charles Dorsey: light-duty space, but I want to put up for consideration what our definition of success really is.

272

00:44:41.500 --> 00:44:53.540

Rev. Charles Dorsey: Right? There was, when I got on this committee, an overwhelming amount of feedback as it relates to what it really means to have impact and

273

00:44:53.540 --> 00:45:06.680

Rev. Charles Dorsey: disadvantaged communities. And I think we have, gotten behind these numbers, and may have lost the pursuit.

274

00:45:06.860 --> 00:45:09.929

Rev. Charles Dorsey: Of what impact could really look like.

275

00:45:10.210 --> 00:45:17.159

Rev. Charles Dorsey: Right? I think that we need to continue to bring up the fact that it does matter.

276

00:45:17.570 --> 00:45:25.689

Rev. Charles Dorsey: Where this money goes, the vendors, that it goes to.

277

00:45:25.860 --> 00:45:35.540

Rev. Charles Dorsey: their disposition toward disadvantaged communities. Like, that needs to be emphasized, because if we're still

278

00:45:35.540 --> 00:45:54.730

Rev. Charles Dorsey: putting money in the hands of contractors that have done the work in the past, even though they have a record of doing the work. We still have yet to identify how they really, really impacted the communities, and just saying that air got better is not sufficient.

279

00:45:55.110 --> 00:46:01.529

Rev. Charles Dorsey: I also want to surface that when we talk about,

280

00:46:01.900 --> 00:46:06.480

Rev. Charles Dorsey: The way that we issue these opportunities

281

00:46:06.710 --> 00:46:23.179

Rev. Charles Dorsey: We... I know over the years, and I imagine that this is still in the paperwork, but I think we need to permanently eliminate going to people who come to the table for the first time, win the contract for the first time, like, telling them that they have to find the rest of the funding.

282

00:46:23.310 --> 00:46:31.700

Rev. Charles Dorsey: Right? So, when Luis was talking about upgrades, like, to say to an organization, you're going to pay to upgrade their stuff.

283

00:46:31.700 --> 00:46:43.880

Rev. Charles Dorsey: but they still have to come up with money in the front end so that they can get the rebate? It's crazy. Like, that doesn't make any sense. And so, I think that these considerations still have to come forth, and...

284

00:46:43.880 --> 00:47:01.300

Rev. Charles Dorsey: And it feels really, really disingenuous to say that you want to impact disadvantaged communities, and then not put the money behind it, right? To say, hey, volunteer to help us reach these things, and go out and get the money, and then we're gonna give you the money back. Like, there has to be...

285

00:47:01.300 --> 00:47:11.170

Rev. Charles Dorsey: a clear pathway to seriously compete, and we have to figure out how to solve some of these barriers that still exist. It's in our writing.

286

00:47:11.170 --> 00:47:19.299

Rev. Charles Dorsey: And so, it's impressive that we see the numbers, but I think we really have to continue to emphasize

287

00:47:19.400 --> 00:47:34.919

Rev. Charles Dorsey: what our definition of impact is going to be, and how we're really going to be sure that the monies actually get to the communities that we're trying to reach. Yes, solve the air issue, but simultaneously get to

288

00:47:34.920 --> 00:47:46.910

Rev. Charles Dorsey: the businesses and the personnel and the workforce development populations that are really in the spaces that we're trying to impact. So, if we don't do that, then we're just another group.

289

00:47:46.910 --> 00:47:53.759

Rev. Charles Dorsey: of people who claim to do good, but are reinforcing some of the stuff that we've seen over the years. So, thank you.

290

00:47:55.810 --> 00:47:57.369

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

291

00:47:58.140 --> 00:48:10.029

Charles Smith (CEC): The next hand we have on the Zoom is Katrina Fritz. Katrina, if you could please unmute yourself and give your name and affiliation, please. Go ahead.

292

00:48:11.250 --> 00:48:15.300

Katrina Fritz: Good morning, Katrina Fritz with the California Hydrogen Business Council.

293

00:48:16.300 --> 00:48:29.549

Katrina Fritz: I want to thank Commissioner Skinner and the staff for all your continued work to really try to align these annual investments with climate, air quality, and petroleum reduction goals, and the focus that you now have on medium and heavy duty.

294

00:48:29.770 --> 00:48:42.539

Katrina Fritz: CHBC is the largest hydrogen trade association in the U.S, with over 70 members across the supply chain, developers, engineering, services, end users, agencies, and communities.

295

00:48:42.540 --> 00:48:49.939

Katrina Fritz: And so it's really important for us, you know, to make sure that this investment plan addresses the ZEV market barriers.

296

00:48:49.940 --> 00:48:56.560

Katrina Fritz: That exist of high upfront costs, uncertain operating expenses, uneven infrastructure deployment.

297

00:48:56.630 --> 00:49:09.699

Katrina Fritz: and the difficulty of deploying the solutions when the incentives aren't aligned. So the plan should really account for this fragmented deployment. Where are the vehicles and stations and incentives, going to?

298

00:49:09.700 --> 00:49:27.950

Katrina Fritz: And that they often advance on different timelines, so that slows utilization, it slows private investment. So we really need to make sure the incentives are aligned, that we have reliable stations, modern equipment, and a really clear path to lower the delivered fuel costs.

299

00:49:29.080 --> 00:49:41.339

Katrina Fritz: I also want to emphasize a point that Michael Pimentel made, that the Commission should allocate a portion of the workforce training and development funding to hydrogen workforce training and safety training across California.

300

00:49:41.550 --> 00:49:50.950

Katrina Fritz: Hydrogen technologies and fueling infrastructure are expanding quickly. California needs to ensure that the operators, maintenance teams, emergency responders.

301

00:49:51.440 --> 00:50:06.080

Katrina Fritz: they have access to this hydrogen safety training that teaches them about hydrogen-specific hazards. So dedicated training supports a safe, reliable infrastructure deployment and community confidence.

302

00:50:06.570 --> 00:50:12.989

Katrina Fritz: The workforce development section of the investment plan should extend beyond EV and charging-focused training.

303

00:50:13.090 --> 00:50:22.739

Katrina Fritz: The Commission should consider allocating up to \$500,000 to support statewide hydrogen safety training, including regional in-person sessions.

304

00:50:22.780 --> 00:50:34.369

Katrina Fritz: in metro areas, like Los Angeles and the San Francisco Bay Area, but also have them accessible to the rural areas that are also deploying hydrogen fuel cell technologies, especially when it comes to the transit agencies.

305

00:50:34.370 --> 00:50:42.970

Katrina Fritz: These sessions provide accessible, expert-led instruction to communities, including tribal communities, that are actively investing in hydrogen.

306

00:50:43.110 --> 00:51:02.619

Katrina Fritz: So, to ensure credibility and consistency, the training should be delivered by recognized hydrogen safety authorities, like the Center for Hydrogen Safety, whose in-person courses have been taught by members of the Hydrogen Safety Panel, which is an independent body with extensive expertise and a long track record of conducting hydrogen safety training.

307

00:51:02.760 --> 00:51:20.260

Katrina Fritz: The Center for Hydrogen Safety's already started conducting safety training in limited regions of California when limited funding was available to support the work. So, thank you again to the staff, and I look forward to working with you on future deployment and solicitations.

308

00:51:24.080 --> 00:51:25.710

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

309

00:51:26.540 --> 00:51:35.499

Charles Smith (CEC): The next hand raised on Zoom is Elise Candelaria. Elise, if you would please give your name and affiliation.

310

00:51:35.770 --> 00:51:37.330

Charles Smith (CEC): Please go ahead when you're ready.

311

00:51:37.690 --> 00:51:50.959

Elise Candelaria, ETP: Hi, thank you. I'm Elise Candelaria. I am Senior Analyst for the California Employment Training Panel, ETP. We are a state agency within the Labor and Workforce Development Agency, and

312

00:51:51.150 --> 00:52:00.400

Elise Candelaria, ETP: For those who may be less familiar with ETP, we're California's performance-based workforce training program.

313

00:52:00.580 --> 00:52:14.389

Elise Candelaria, ETP: And that means that the training that we fund is tied to jobs at the end, and as a result. And we're partnering directly with employers, with labor unions.

314

00:52:14.580 --> 00:52:26.170

Elise Candelaria, ETP: Community colleges and training providers, to upskill workers for emerging industries, including clean transportation.

315

00:52:26.300 --> 00:52:33.849

Elise Candelaria, ETP: California's clean transportation workforce ecosystem is strengthened by...

316

00:52:34.310 --> 00:52:44.049

Elise Candelaria, ETP: the organizations represented here today, and part of this committee, and in attendance, like the community colleges, the Chamber of Commerce, and labor organizations, and

317

00:52:45.080 --> 00:52:51.969

Elise Candelaria, ETP: ETP values these partnerships and recognizes the collective impact of

318

00:52:52.130 --> 00:53:02.470

Elise Candelaria, ETP: All of our efforts to prepare workers for good-paying jobs and clean transportation, especially through methods like classroom

319

00:53:02.600 --> 00:53:09.150

Elise Candelaria, ETP: labs... Hands-on training, apprenticeships,

320

00:53:09.780 --> 00:53:15.570

Elise Candelaria, ETP: and ETP partners, regularly with these organizations that are

321

00:53:16.000 --> 00:53:27.569

Elise Candelaria, ETP: critical infrastructure to scaling the clean transportation training. And as Marisa mentioned in the presentation, ETP's partnering with CEC

322

00:53:27.570 --> 00:53:36.559

Elise Candelaria, ETP: on the Electric Vehicle Infrastructure Training Program, EVITP Fund, which is helping to certify the electricians statewide.

323

00:53:36.640 --> 00:53:43.350

Elise Candelaria, ETP: Especially in rural and disadvantaged areas for charter installation and maintenance, and...

324

00:53:43.560 --> 00:53:56.480

Elise Candelaria, ETP: We believe this partnership is a model for how state agencies can align and work together to build the skilled workforce needed for California's zero emission goals.

325

00:53:59.180 --> 00:54:00.280

Elise Candelaria, ETP: Just...

326

00:54:00.480 --> 00:54:16.599

Elise Candelaria, ETP: emphasizing ETP welcomes the emphasis on more coordinated workforce funding, and is eager to collaborate with CEC and other peer organizations here in attendance to align training with industry needs.

327

00:54:16.600 --> 00:54:25.880

Elise Candelaria, ETP: Especially for medium and heavy duty ZEV technician roles, and our agency stands ready to help scale technician training.

328

00:54:27.300 --> 00:54:32.939

Elise Candelaria, ETP: I want to thank you all for the opportunity to comment today.

329

00:54:33.100 --> 00:54:40.579

Elise Candelaria, ETP: And for supporting training in... California's clean transportation. Thank you.

330

00:54:42.350 --> 00:54:43.860

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

331

00:54:45.150 --> 00:54:49.650

Charles Smith (CEC): The next, hand raised on Zoom is...

332

00:54:49.980 --> 00:54:55.799

Charles Smith (CEC): Mars Wu. Mars, if you would unmute yourself, give your name and affiliation, and begin your comment when ready.

333

00:54:56.650 --> 00:55:13.599

Mars Wu, Greenlining (they/she): Thanks so much, good morning. This is Mars Wu with the Greenlining Institute. First of all, just wanted to extend gratitude to Commissioner Skinner and staff for your hard work on this plan. I want to align my comments with the previous speakers, particularly on prioritizing medium and heavy duty and multifamily charging.

334

00:55:13.600 --> 00:55:19.689

Mars Wu, Greenlining (they/she): Focusing on battery electric and ensuring that investments are reaching our disadvantaged and low-income communities.

335

00:55:19.890 --> 00:55:24.489

Mars Wu, Greenlining (they/she): I did have a question just on the piece around durable funding.

336

00:55:24.490 --> 00:55:40.619

Mars Wu, Greenlining (they/she): I know that CEC released the Alternative Funding Options Report in December 2025 for AB126, and I'm wondering, is there any planned follow-up actions to that report? What do next steps look like for the options described in that report?

337

00:55:43.930 --> 00:55:47.440

Charles Smith (CEC): Commissioner Skinner, do you want to say anything? Otherwise, I can say a little bit about it.

338

00:55:47.710 --> 00:56:00.230

Nancy Skinner: If you, recall from that report, many of the options require legislative action, and... It's...

339

00:56:00.590 --> 00:56:15.729

Nancy Skinner: the report was done in response to a legislative directive, but it does require legislative follow-up. So, so far, we have not... the Commission has not actively proposed a particular piece of legislation.

340

00:56:15.940 --> 00:56:29.380

Nancy Skinner: For a new revenue source, but obviously, we would hope that the legislature would have some interest and would look at the different options that were identified in that report. But Charles, you go ahead and add.

341

00:56:29.380 --> 00:56:41.910

Charles Smith (CEC): No, that was basically what I was going to say, is that it's delivered into the arms of the legislature, and it's kind of up to them whether and how they choose to make changes to our funding sources.

342

00:56:42.980 --> 00:56:44.560

Mars Wu, Greenlining (they/she): Gotcha. Okay, thank you very much.

343

00:56:48.400 --> 00:56:53.890

Charles Smith (CEC): Anything... Mars, anything else that you wanted to incorporate, or...

344

00:56:54.610 --> 00:56:56.870

Mars Wu, Greenlining (they/she): No, that was all, thank you very much.

345

00:56:57.060 --> 00:56:58.400

Charles Smith (CEC): Great, thank you.

346

00:56:59.640 --> 00:57:01.370

Charles Smith (CEC): Alright,

347

00:57:02.020 --> 00:57:11.060

Charles Smith (CEC): Our next, raised hand on Zoom is Andrew Martinez. Andrew, if you would please unmute yourself and give your name and affiliation.

348

00:57:11.310 --> 00:57:27.979

Andrew Martinez: Yeah, good morning. I'm Andrew Martinez, and I'm Vehicle Program Specialist over Infrastructure at the California Air Resources Board. I want to start off by thanking

Commissioner Skinner and the Energy Commission staff for the careful thought and effort that has been put into developing this year's draft investment plan.

349

00:57:28.050 --> 00:57:37.180

Andrew Martinez: We know that the success of a ZEV market depends critically on the successful development of a strategic, comprehensive, and equitable network of supporting infrastructure.

350

00:57:37.450 --> 00:57:47.900

Andrew Martinez: As California's main funding source to support zero-emission infrastructure, the Clean Transportation Program continues to be a cornerstone of our state's all-of-government approach to supporting growth in the ZEV market.

351

00:57:48.410 --> 00:57:59.240

Andrew Martinez: CARB and CEC staff have a long history of successful collaboration on this and many other programs. We appreciate the opportunity to continue building on that relationship with the development of this year's investment plan.

352

00:57:59.770 --> 00:58:04.860

Andrew Martinez: CARB staff have reviewed the updates to the investment plan and are in support of the proposed updates.

353

00:58:05.060 --> 00:58:19.300

Andrew Martinez: In particular, we recognize the difficulties of balancing needs for rapid growth of charging and hydrogen fueling infrastructure across multiple growing ZEV sectors, all while leaving room for the development of advanced and innovative approaches in existing and new ZEV categories.

354

00:58:20.100 --> 00:58:34.880

Andrew Martinez: CARB appreciates that this plan continues to provide critical financial assistance across light, medium, and heavy-duty vehicle sectors, and we find the proposed split of funding allocations for Clean Transportation Program funds in fiscal year 26-27 to be appropriate.

355

00:58:34.940 --> 00:58:50.649

Andrew Martinez: We do have one request for a bit more information in the final plan. When comparing the overlapping years in this year's plan and last year's funding plan, we note that about \$14 million was shifted from medium and heavy-duty infrastructure and seemingly placed into light-duty infrastructure.

356

00:58:50.650 --> 00:58:59.459

Andrew Martinez: With the comments we've heard so far, it would be helpful for the committee and the public to have some additional information about the strategy for that shift in consecutive investment plans.

357

00:59:00.320 --> 00:59:08.590

Andrew Martinez: Finally, I want to note that we know there is much more work to be done finalizing this investment plan and developing the individual programs for implementing these funds.

358

00:59:08.590 --> 00:59:22.399

Andrew Martinez: CARB staff look forward to showcasing positive results from our previous joint project collaborations while we advance new partnerships with the Energy Commission to ensure that zero-emission cars, trucks, and equipment are the preferred choice for more and more Californians every day.

359

00:59:22.450 --> 00:59:23.269

Andrew Martinez: Thank you.

360

00:59:28.060 --> 00:59:30.839

Charles Smith (CEC): Thank you very much, Andrew.

361

00:59:31.020 --> 00:59:45.920

Charles Smith (CEC): We have one more advisory committee member who has raised their hand on Zoom. None after that, though, so if there are any advisory committee members who haven't taken the opportunity to speak yet, please feel free to put yourself in the queue using the raise hand function.

362

00:59:46.570 --> 00:59:56.249

Charles Smith (CEC): Daniel Ferguson, you have your hand raised on Zoom. When you're ready, please go ahead and unmute yourself, give your name and affiliation, and begin when ready.

363

00:59:56.630 --> 01:00:08.180

Daniel Ferguson: Thank you, and good morning. This is Daniel Ferguson. I'm the senior pastor of Christ Temple Cathedral, Los Angeles, and also the founder of Clean Tech Chaplain.

364

01:00:08.290 --> 01:00:19.470

Daniel Ferguson: And, I just want to rush to say thank you to CEC for, your invaluable work and investment toward advancing, clean energy.

365

01:00:19.650 --> 01:00:29.219

Daniel Ferguson: I just want to further emphasize what Luis Olmedo and Reverend Dorsey already mentioned. And I just want to say that

366

01:00:29.370 --> 01:00:44.979

Daniel Ferguson: I think that we certainly want to continue to, you know, figure out what evaluation looks like for workforce development funding. I do believe that there is a pulse, as it were, behind the performance.

367

01:00:44.980 --> 01:00:51.909

Daniel Ferguson: And we want to ensure that as programs are delivering quality workforce development programming.

368

01:00:51.950 --> 01:01:11.479

Daniel Ferguson: that we not only look at certificate attainment, but the quality of the certificate and the long-term change of the actual person. And so we want to further take a look at what grant reporting requirements look like, not to make them more strenuous, but ensure that

369

01:01:11.480 --> 01:01:26.499

Daniel Ferguson: Not only direct service, but long-term service and short-term and long-term outcomes are making an everlasting or long-lasting impact on the actual participant.

370

01:01:26.500 --> 01:01:45.769

Daniel Ferguson: to ensure that long-term, they have an upward trajectory. And so I just, once again, want to thank you all for your work, and really looking forward to seeing how we can further impact what the workforce development programs are doing around clean energy.

371

01:01:49.990 --> 01:01:52.630

Charles Smith (CEC): Thank you very much.

372

01:01:53.310 --> 01:02:00.670

Charles Smith (CEC): Let's see, we have, one more hand raised on the Zoom. Vanessa Warheit? Apologies if I...

373

01:02:00.790 --> 01:02:04.079

Charles Smith (CEC): mispronounced your last name.

374

01:02:04.090 --> 01:02:06.500

Charles Smith (CEC): Please give your name and affiliation when ready.

375

01:02:07.660 --> 01:02:09.519

Vanessa Warheit: Hi, can you hear me?

376

01:02:09.520 --> 01:02:10.330

Charles Smith (CEC): Yes, just fine.

377

01:02:10.460 --> 01:02:25.330

Vanessa Warheit: Fantastic, thank you, and you did pronounce it correctly. This is Vanessa Warheit. I'm, calling in from, from National Charging Access Coalition. I'm laughing because I've been having all sorts of technical difficulties. I hope you can see me, too.

378

01:02:25.880 --> 01:02:40.419

Vanessa Warheit: Wanted to echo many of the previous comments. I'm really pleased to see prioritization for at-home charging, and in particular for rental housing and for multifamily housing. I'd like you to continue to prioritize.

379

01:02:40.540 --> 01:02:44.180

Vanessa Warheit: Multifamily housing, in particular for light-duty vehicles.

380

01:02:44.220 --> 01:03:00.990

Vanessa Warheit: And, definitely echo the support for focusing on ports, freight, public fleets, and school buses from medium and heavy duty. We are, however, very concerned about the continued support for light duty hydrogen.

381

01:03:00.990 --> 01:03:07.950

Vanessa Warheit: I want to echo previous comments that have asked you to focus on using hydrogen funding, specifically only

382

01:03:07.950 --> 01:03:27.000

Vanessa Warheit: for heavy duty. I did a rough calculation on my way here, and it looks like, based on current EV registrations in California, the current funding at \$22.1 million for light duty, hydrogen would come to approximately \$1,776

383

01:03:27.000 --> 01:03:28.670

Vanessa Warheit: per car.

384

01:03:28.670 --> 01:03:33.550

Vanessa Warheit: Versus \$25 per car being spent on battery electric vehicles.

385

01:03:34.250 --> 01:03:59.099

Vanessa Warheit: I would be delighted if somebody could prove me wrong, but if those numbers are correct, that's a pretty gross misallocation of public funds. And my understanding is that hydrogen light duty vehicles have actually declined on the road, not increased. So I would ask you to reconsider that allocation. I'm also, I was a bit unclear when the presentation was happening about slide 10. I know there was a mention that something had been updated.

386

01:03:59.180 --> 01:04:16.900

Vanessa Warheit: And that the slides didn't reflect those updates, but I was having a hard time following what the allocations were, since the numbers didn't match what was on the slide, so maybe if you could, send us an update to that slide, that would be helpful, or maybe you can just clarify in your comments and responses.

387

01:04:17.140 --> 01:04:22.939

Vanessa Warheit: And then the last thing I wanted to say was to echo what several other of my colleagues here on the committee have

388

01:04:22.940 --> 01:04:37.480

Vanessa Warheit: mentioned, which is about, really being mindful of, I would say, not only how the money is being spent and allocated to disadvantaged communities, but also the process itself.

389

01:04:37.770 --> 01:04:46.980

Vanessa Warheit: is very prohibitive. I know that, for instance, the current home solicitation, has a minimum of \$500,000.

390

01:04:46.980 --> 01:04:58.410

Vanessa Warheit: You know, and it requires community-based organizations to be involved, but that's a really high bar for community-based organizations to meet.

391

01:04:58.410 --> 01:05:09.820

Vanessa Warheit: And the process seems just as onerous as it has been in solicitations past. And I know, personally, quite a few organizations that have not... that have decided

392

01:05:09.820 --> 01:05:19.969

Vanessa Warheit: not to participate, even though they could be offering really incredible services to the state, to disadvantaged communities, simply because the process is prohibitive. So I'd ask you to reconsider

393

01:05:19.970 --> 01:05:29.190

Vanessa Warheit: how... how you include disadvantaged communities in future solicitations. Thank you so much to the staff and to Commissioner Skinner for including our comments.

394

01:05:30.800 --> 01:05:48.970

Charles Smith (CEC): Thank you, Vanessa. And real quick, so slide 10, that was the medium and heavy duty funding, updates, recent activity. So, the reference to, numbers that weren't yet accounted for on the previously published slides is that, we had

395

01:05:48.970 --> 01:05:50.900

Charles Smith (CEC): Gone from having...

396

01:05:51.000 --> 01:06:03.619

Charles Smith (CEC): announcements of funding available, the amount available, to the amount of actual proposed awards. So it's just a reflection of notice of proposed awards that were released yesterday.

397

01:06:06.060 --> 01:06:17.829

Charles Smith (CEC): Alright, let's see, next on the Zoom with a raised hand is Teresa Bui. Teresa, if you could unmute yourself, give your name and affiliation, and begin when ready.

398

01:06:18.050 --> 01:06:29.680

Teresa Bui: Great. Good morning. My name is Teresa Bui. I'm the Senior Campaign Director for Pacific Environment. Thank you, Commissioner Skinner, and thank you to staff for all your hard work on this year's investment plan.

399

01:06:29.680 --> 01:06:52.799

Teresa Bui: We support all of the zero-emission transmission... transportation, but I wouldn't be doing my job if I didn't highlight the maritime sector, as it tends to be out of sight, out of mind. Under AB118, the Clean Transportation Program is required to accelerate the deployment of zero-emission technologies, reduce petroleum dependence, and expand alternative fuels

400

01:06:52.800 --> 01:07:12.099

Teresa Bui: across both vehicles and vessels. The statute is clear that it's funded by, partly by vessel-related fees, and it's intended to support a broad set of transportation sector. And yet today, one of the largest and most polluting sector, the maritime space, is effectively left out.

401

01:07:12.100 --> 01:07:26.120

Teresa Bui: Shipping is now California's largest remaining source of transportation emission, and ocean-going vessels, or OGV, are a leading source of cancer-causing diesel particulate matter at all of our major ports, the port of

402

01:07:26.120 --> 01:07:40.109

Teresa Bui: San Diego, Port of LA, Port of Long Beach, and these emissions disproportionately impact communities like San Pedro, Wilmington, and West Long Beach, where they experience 8-year lower life expectancy than the LA County average.

403

01:07:40.540 --> 01:07:55.730

Teresa Bui: And so if this program is intended to reduce petroleum dependence, maritime must be included, because the maritime sector continues to rely on some of the dirtiest fossil fuel in use today, and without targeted investments.

404

01:07:55.880 --> 01:08:04.079

Teresa Bui: California risks locking in our long-term dependence on imported oil throughout its port system. So...

405

01:08:04.080 --> 01:08:19.769

Teresa Bui: Just wanted to highlight, you know, maritime investment, whether in shore power, clean marine maritime fields, or zero-emission harbor craft, helps to advance all of our goals of deploying fueling infrastructure, supporting

workforce development, and expanding low-carbon field production.

406

01:08:19.770 --> 01:08:20.939

Teresa Bui: And...

407

01:08:21.130 --> 01:08:40.889

Teresa Bui: as I mentioned before, it is one of the hardest sectors to decarbonize, so early investment is, required. Waiting will only increase costs and delay progress, and, yeah, so we urge the Commission to include dedicated, dedicated maritime funding and ensure that the program delivers on its full mandate. Thank you so much.

408

01:08:46.529 --> 01:08:47.729

Charles Smith (CEC): Thank you, Teresa.

409

01:08:49.189 --> 01:08:59.219

Charles Smith (CEC): The next hand we see on Zoom is Jennifer Cohen. Jennifer, when you're ready, you can unmute yourself, give your name and affiliation, and begin your comments.

410

01:08:59.220 --> 01:09:16.060

Jennifer Cohen: Sure, good morning. Jennifer Cohen with the Pacific Merchant Shipping Association. I work in the maritime space and wanted to put a, plug in for something that Teresa had just mentioned. I think that the maritime space is a tremendous opportunity. It was disappointing to see in the recent, report from

411

01:09:16.060 --> 01:09:29.690

Jennifer Cohen: the CEC transition plan for transportation, that there was no mention of maritime, and that I think that, if we are, in fact, going to make a concerted effort to reduce emissions, and transition, we need to look at all

412

01:09:29.689 --> 01:09:39.429

Jennifer Cohen: modes, comprehensively. I look forward to working with the Commission and with the other members of this committee to forward that vision. Thank you.

413

01:09:41.260 --> 01:09:42.859

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

414

01:09:44.630 --> 01:09:46.829

Charles Smith (CEC): At this point,

415

01:09:47.069 --> 01:09:54.040

Charles Smith (CEC): All advisory committee members on Zoom who have raised their hands have had a chance to provide comment.

416

01:09:56.680 --> 01:10:05.360

Charles Smith (CEC): I don't know if there are any advisory committee members that, might want a second bite at the apple while we are ahead of schedule a little bit.

417

01:10:07.460 --> 01:10:08.650

Charles Smith (CEC): Please, go ahead.

418

01:10:08.920 --> 01:10:21.229

Sam Wilson: If you, again, give your name and affiliation for the rec. Yeah, thanks. Hey everybody, Sam Wilson, Unit of Concerned Scientist. I just wanted to kind of, follow up on something that I've heard from several

419

01:10:21.230 --> 01:10:35.229

Sam Wilson: of, the folks on, on the committee this morning, I think, you know, Luis, Reverend Dorsey, Daniel, Vanessa, several others, mentioned,

420

01:10:35.360 --> 01:10:42.639

Sam Wilson: you know, how... how are we... how are... how is the CEC's, how, well, how is CTP,

421

01:10:42.750 --> 01:10:59.699

Sam Wilson: measuring impact, measuring performance, and I guess this is just kind of a question to staff, but I'm curious, well, I know that there are, you know, there's an internal audit committee within CEC, they're looking at, you know, the

422

01:11:00.610 --> 01:11:06.350

Sam Wilson: our grants meeting their legal requirements, et cetera, but I'm curious, like.

423

01:11:06.350 --> 01:11:24.430

Sam Wilson: to what extent, are the internal auditors doing, like, performance reviews? And certainly not in, like, a punitive way, but in a way to, like, help to inform, the effectiveness of both workforce training and the dollars that are spent, out of CTP, programs.

424

01:11:24.430 --> 01:11:27.980

Sam Wilson: So yeah, just... just curious if, staff can speak to that.

425

01:11:28.310 --> 01:11:40.989

Charles Smith (CEC): Yeah, I can speak a little bit to it. So, as you mentioned, we do have an in-house audit team, but also, as you mentioned, they are more focused on, kind of, ensuring, all

426

01:11:43.040 --> 01:11:49.189

Charles Smith (CEC): All grants are, financially above board and administered as such.

427

01:11:49.240 --> 01:12:01.039

Charles Smith (CEC): When it comes to program outcomes, that happens much more at the program staff level, so we have leads on everything from EV charging, of course, to workforce training.

428

01:12:01.040 --> 01:12:14.109

Charles Smith (CEC): our manufacturing projects, hydrogen refueling stations. When a project is complete, we do collect, usage for that EV charger, hydrogen refueling station.

429

01:12:14.330 --> 01:12:25.270

Charles Smith (CEC): We do assess that and consider it as we model, the needs for future funding opportunities, what we can and should expect of future applicants.

430

01:12:25.410 --> 01:12:30.470

Charles Smith (CEC): Or the amount of, say, funding that we might choose to give...

431

01:12:30.660 --> 01:12:43.880

Charles Smith (CEC): as rebates under some of our block grants. So, it does happen at the staff level, it's not through the CEC's official audit team, but yeah, that is an important feedback loop that we maintain.

432

01:12:45.340 --> 01:12:49.869

Sam Wilson: Okay, thanks. That's good to know. I'm curious if, if those,

433

01:12:49.990 --> 01:12:54.179

Sam Wilson: performance data, are they made publicly available, or is it just to inform trouble?

434

01:12:54.300 --> 01:13:14.019

Charles Smith (CEC): Yeah, the grant agreements typically conclude with a final project report or something of that nature, and so we're obviously happy to connect folks with any completed reports that we may have. A lot of agreements are still in progress.

435

01:13:14.200 --> 01:13:19.359

Charles Smith (CEC): We typically collect data anywhere from

436

01:13:20.060 --> 01:13:27.320

Charles Smith (CEC): 6 months to as long as 5 years, depending on the type of funding agreement. So...

437

01:13:27.550 --> 01:13:33.679

Charles Smith (CEC): It can be a while, but, yeah, we do collect that data and,

438

01:13:34.800 --> 01:13:38.179

Charles Smith (CEC): Report out on it through final project reports, typically.

439

01:13:46.510 --> 01:13:47.710

Charles Smith (CEC): Great question.

440

01:13:47.930 --> 01:14:01.739

Charles Smith (CEC): Any other advisory committee members, either in the room or on Zoom? I see Daniel Ferguson, you still

have your hand raised on Zoom. I don't know if that's just left over, or if you have a new comment.

441

01:14:04.260 --> 01:14:05.760

Daniel Ferguson: I'm sorry, no, no comment.

442

01:14:05.760 --> 01:14:07.990

Charles Smith (CEC): Okay, no worries. Thank you.

443

01:14:08.790 --> 01:14:09.640

Charles Smith (CEC): Alright.

444

01:14:09.790 --> 01:14:15.019

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

445

01:14:18.130 --> 01:14:19.120

Charles Smith (CEC): Okay.

446

01:14:19.400 --> 01:14:21.440

Charles Smith (CEC): Hearing none...

447

01:14:21.650 --> 01:14:29.760

Charles Smith (CEC): I'm not seeing any other further hands raised, and so we will transition to the public comment period. Next slide, please.

448

01:14:30.670 --> 01:14:31.720

Charles Smith (CEC): Alright.

449

01:14:32.760 --> 01:14:41.549

Charles Smith (CEC): And, we will be turning it over to Mabel Aceves Lopez to lead the public comment period.

450

01:14:44.480 --> 01:14:52.019

Mabel Aceves Lopez (CEC): Great, good morning, everyone. Thank you for joining us today. The California Energy Commission now welcomes public comment at this time.

451

01:14:52.320 --> 01:14:59.039

Mabel Aceves Lopez (CEC): So we will start with attendees in the room, and then move to those who are joining us virtually via Zoom.

452

01:14:59.820 --> 01:15:07.689

Mabel Aceves Lopez (CEC): And at this moment, there are no public attendees in the room, so we will go right into our Zoom commenters.

453

01:15:08.940 --> 01:15:17.310

Mabel Aceves Lopez (CEC): So, if you are joining us via Zoom online or by phone, please let us know you would like to make a comment by using the raise hand feature on Zoom.

454

01:15:17.590 --> 01:15:29.949

Mabel Aceves Lopez (CEC): If you're online, you will click on the open palm at the bottom of your screen to raise your hand. If you're joining us by phone, please press star 9 to raise your hand, and star 6 to unmute.

455

01:15:30.620 --> 01:15:36.379

Mabel Aceves Lopez (CEC): Before making your comment, please spell your name for the record, state any affiliation, and then you may begin.

456

01:15:37.040 --> 01:15:42.699

Mabel Aceves Lopez (CEC): We're asking for comments to be 2 minutes or less, and there will be a timer on the screen.

457

01:15:46.990 --> 01:15:53.139

Mabel Aceves Lopez (CEC): So... Oh, I'll take a look to see if we have any raised hands. Yes, so...

458

01:15:53.540 --> 01:15:59.579

Mabel Aceves Lopez (CEC): First, we have Vanessa Rivas Villanueva. We will allow you to unmute. Please...

459

01:16:00.160 --> 01:16:03.210

Mabel Aceves Lopez (CEC): State your name and any affiliation, and you may begin.

460

01:16:04.460 --> 01:16:17.880

Vanessa Rivas Villanueva: Hi, good morning. I am Vanessa Rivas Villanueva with Earthjustice. We support the prioritization of deployment of medium and heavy-duty zero-emission vehicles with a focus on freight, port, and school bus infrastructure.

461

01:16:17.880 --> 01:16:40.799

Vanessa Rivas Villanueva: As mentioned before, increasing truck and bus electrification at these pollution hotspots is an effective way to deliver direct relief to disadvantaged and low-income communities. We urge the CEC to continue prioritizing investments in freight corridor projects, including near ports and warehouses, especially in the most ozone-choked area of the country, the South Coast Air Basin.

462

01:16:40.850 --> 01:16:54.530

Vanessa Rivas Villanueva: Regarding hydrogen, I have similar comments to other folks. We agree that the CEC should limit

funding for hydrogen infrastructure for the statutory 15% for medium and heavy duty vehicles.

463

01:16:54.530 --> 01:17:14.249

Vanessa Rivas Villanueva: Light-duty hydrogen vehicles are not scaling fast enough to address California's climate and air quality goals adequately, and are diverting critical funds from proven solutions. Further investment can lock in dependence on fossil fuel-derived hydrogen and drive health-harming pollution in disadvantaged communities.

464

01:17:14.650 --> 01:17:23.490

Vanessa Rivas Villanueva: Regarding biomass fuels, I know those slides showed that there was comments about them, but it's unclear whether there'll be any modifications.

465

01:17:23.560 --> 01:17:39.239

Vanessa Rivas Villanueva: So we urge the CEC to reject requests to use funds to support alternative fuel production. Promoting these fuels in the transportation sector has not displaced existing fossil fuel use, but has instead led to the expansion of combustion fuels.

466

01:17:39.240 --> 01:17:56.849

Vanessa Rivas Villanueva: The CEC should recognize that using woody biomass as a fuel does not have a proven climate benefit, the California policies appropriately prioritize more sustainable uses of agricultural wastes, and that the health harms of producing energy from biomass undercut its value as a resource.

467

01:17:57.210 --> 01:18:16.710

Vanessa Rivas Villanueva: Lastly, like many others have said, we support prioritization of investments in charging infrastructure for light-duty vehicles and multifamily units in disadvantaged communities. This will be essential for overcoming barriers for

successful adoption and access. Thank you so much to staff and Commissioner Skinner for your work on this plan.

468

01:18:19.970 --> 01:18:21.489

Mabel Aceves Lopez (CEC): Great, thank you for your comment.

469

01:18:22.350 --> 01:18:24.859

Mabel Aceves Lopez (CEC): Next up, we have Kristian Corby.

470

01:18:25.080 --> 01:18:29.139

Mabel Aceves Lopez (CEC): We will allow you to unmute. Please spell and state your name and affiliation.

471

01:18:30.650 --> 01:18:37.020

Kristian Corby - CalETC: Yes, hello, my name is Kristian Corby, that's K-R-I-S-T-I-A-N.

472

01:18:37.190 --> 01:18:45.269

Kristian Corby - CalETC: And Corby is C-O-R-B-Y, and I'm with the California Electric Transportation Coalition, or CalETC.

473

01:18:45.490 --> 01:19:00.120

Kristian Corby - CalETC: I just wanted to mention that Laura Renger, the Executive Director who's on the Advisory Committee, was on vacation, but she, was happy to have me attend in her stead to take notes on all the good comments here today.

474

01:19:00.210 --> 01:19:05.599

Kristian Corby - CalETC: So yes, just wanted to say that CalETC supports the proposed plan.

475

01:19:05.730 --> 01:19:11.850

Kristian Corby - CalETC: We believe that, while there are really tough decisions to make on

476

01:19:11.970 --> 01:19:23.610

Kristian Corby - CalETC: dividing money between medium and heavy duty and light duty, it's, you know, it's just a very difficult decision to make, and I think, you know, you are drawing the right lines, for now, and...

477

01:19:23.710 --> 01:19:41.510

Kristian Corby - CalETC: as we've seen, the light duty market, the sales in the light duty market decreased significantly after the removal of the federal, tax incentive, that I think it makes sense to continue to support, both sectors, in the near future.

478

01:19:41.570 --> 01:19:44.109

Kristian Corby - CalETC: I'd also like to,

479

01:19:44.190 --> 01:19:47.700

Kristian Corby - CalETC: Support, the continuous funding of

480

01:19:47.840 --> 01:19:59.179

Kristian Corby - CalETC: the Energy Commission's signature block grant programs, including CALeVIP, Communities in Charge, and EnergIIIZE, as a way to deploying, infrastructure at scale.

481

01:19:59.560 --> 01:20:09.169

Kristian Corby - CalETC: And I also really commend the Energy Commission in its recent, notification, that was sent out. Let's see, this was...

482

01:20:09.410 --> 01:20:11.290

Kristian Corby - CalETC: Back on May 28th.

483

01:20:11.410 --> 01:20:29.920

Kristian Corby - CalETC: But a signal, for the Fast Charge California project that's going to open over two, windows of funding. We really appreciate and commend the Energy Commission for creating these kind of dependable windows where companies can plan their deployments

484

01:20:29.920 --> 01:20:39.600

Kristian Corby - CalETC: and apply for funding, so they... they know when it's coming and can make those preparations. We also continue to support funding for

485

01:20:39.630 --> 01:20:58.219

Kristian Corby - CalETC: multifamily housing, and recommend that we review the requirements for the Level 1 deployments to ensure that those can be deployed rapidly as well. It's a really important solution that needs to be accessible for existing buildings.

486

01:20:58.430 --> 01:21:01.210

Kristian Corby - CalETC: So thank you very much, I really appreciate your time.

487

01:21:03.540 --> 01:21:05.130

Mabel Aceves Lopez (CEC): Great, thank you for your comment.

488

01:21:06.170 --> 01:21:15.070

Mabel Aceves Lopez (CEC): Next up, we have Sam Miyamoto. We will allow you to unmute. Please spell and state your name and affiliation, and you may begin.

489

01:21:17.000 --> 01:21:41.170

Sam Miyamoto: Hi, good morning, Commissioners and Advisory Committee members. My name is Sam Miyamoto, that's S-A-M, M as

in Mary, I-Y-A-M-O-T-O, and I am speaking on behalf of Dome Innovation and its partners. We appreciate the Commission's continued leadership in supporting high-impact segments like ports, schools, and other priority fleets. Those investments are critical.

490

01:21:41.570 --> 01:21:53.909

Sam Miyamoto: At the same time, it is equally important that the investment plan maintains some balance across the broader commercial landscape, including small and medium businesses, SMBs, which constitute 99% of fleets across the state.

491

01:21:53.910 --> 01:22:06.380

Sam Miyamoto: A strong focus on ports, for example, can unintentionally concentrate incentive benefits in coastal regions, while missing meaningful emission reduction opportunities in inland communities like the Central Valley, Sacramento, and the Inland Empire.

492

01:22:06.380 --> 01:22:10.059

Sam Miyamoto: Small and medium-sized business fleets operate in every region of the state.

493

01:22:10.310 --> 01:22:16.969

Sam Miyamoto: Supporting their electrification ensures that both the environmental and economic benefits of these programs are distributed more equitably.

494

01:22:17.160 --> 01:22:31.830

Sam Miyamoto: Just as importantly, SMB projects unlock larger opportunities. When a small business successfully deploys its first electric vehicles, initiatives like Sacramento's own Project Brief demonstrate that visible proof points build local confidence and drive follow-on adoption.

495

01:22:31.830 --> 01:22:39.469

Sam Miyamoto: These are the types of early wins that enable broader market momentum and help ensure that small businesses can participate in the new clean energy economy.

496

01:22:39.470 --> 01:22:54.220

Sam Miyamoto: Dome works directly with these operators, and from our experience, the biggest barrier is not interest in electrification, it is getting through the first step, identifying the right vehicle, securing charging, navigating incentives, and making that first deployment work operationally.

497

01:22:54.220 --> 01:23:05.060

Sam Miyamoto: As the Commission considers the 2026-2027 Clean Transportation Program investment plan, we encourage the CEC to prioritize funding structures that help small businesses take that first step.

498

01:23:05.140 --> 01:23:28.979

Sam Miyamoto: Public dollars are the most powerful, and they unlock initial adoption and help the fleet prove the business case. This means maintaining strong support for light and medium-duty commercial vehicles, especially Class 2B and Class 3 trucks that are available today and widely used by small businesses. It also means designing solicitations with streamlined requirements, smaller award pathways, and scoring criteria that do not unintentionally favor only large incumbents.

499

01:23:29.330 --> 01:23:46.209

Sam Miyamoto: California's clean transportation goals will not be achieved by large fleets alone. They will be achieved when local contractors, service providers, and small fleets across all regions can participate meaningfully. We urge the Commission to make small business access a central principle in the 2026-2027 plan. Thank you so much.

500

01:23:48.300 --> 01:23:49.470

Mabel Aceves Lopez (CEC): Thank you, Sam.

501

01:23:50.070 --> 01:23:57.839

Mabel Aceves Lopez (CEC): Next, we have... Oh, I... let me... See, we have David Park.

502

01:23:58.660 --> 01:24:03.889

Mabel Aceves Lopez (CEC): We will allow you to unmute. Please spell and state your name and affiliation, and you may begin your comment.

503

01:24:05.220 --> 01:24:09.869

David Park: Hi, good morning, Commissioner Skinner and Advisory Committee.

504

01:24:10.320 --> 01:24:14.530

David Park: I'm David Park with the Hydrogen Fuel Cell Partnership.

505

01:24:15.100 --> 01:24:17.840

David Park: I want to say that

506

01:24:18.290 --> 01:24:27.200

David Park: As an industry, we offer our support to the disadvantaged communities and our friends, in those port areas.

507

01:24:28.600 --> 01:24:36.720

David Park: I'd like to note that fuel cell electric vehicles and hydrogen provide significant air pollution and greenhouse gas benefits.

508

01:24:37.160 --> 01:24:47.130

David Park: And, and so... There are vehicles in all weight classes that are hard to electrify.

509

01:24:47.430 --> 01:24:57.380

David Park: With battery electric. And therefore, hydrogen and fuel cell electric vehicles fit in that use case... in those use cases.

510

01:24:57.650 --> 01:25:10.799

David Park: And one example is the Clean Cars for All program that are putting fuel cell electric vehicles in the hands of disadvantaged communities and, is proving to be quite successful.

511

01:25:11.870 --> 01:25:15.009

David Park: In terms of the speed of implementation,

512

01:25:15.670 --> 01:25:19.930

David Park: I just want to note that the hydrogen fuel cell industry...

513

01:25:20.040 --> 01:25:39.549

David Park: commercialization lags battery electric vehicles by about 10 years. To make a comparison today on infrastructure investments, between the two are apples and oranges. You'd want to look at the cost of battery electric installations 10 years ago, and then compare those to today's hydrogen investments.

514

01:25:40.490 --> 01:25:54.609

David Park: In terms of, the zero-emission vehicle industry as a whole, it has suffered a major blow in terms of the state's ability to enforce programs like ACT and ACF.

515

01:25:55.260 --> 01:26:15.000

David Park: And then hydrogen also suffered an additional blow in the pullback on federal support of ARCHES, which was to bring hydrogen production and infrastructure to California, which would lower the cost of hydrogen and make that commercial vehicle justification.

516

01:26:15.340 --> 01:26:25.540

David Park: We do really appreciate CEC's support for the, industry as a whole, and look forward to working together cooperatively. Thank you.

517

01:26:27.720 --> 01:26:29.220

Mabel Aceves Lopez (CEC): Great, thank you for your comment.

518

01:26:30.550 --> 01:26:33.070

Mabel Aceves Lopez (CEC): Next, we have Mikhael Skvarla.

519

01:26:33.170 --> 01:26:39.690

Mabel Aceves Lopez (CEC): We will allow you to unmute. Please spell and state your name and affiliation, and you may begin your comment.

520

01:26:45.780 --> 01:26:50.499

Mikhael Skvarla: Yes, thank you. Mikhael Skvarla, here on behalf of the California Hydrogen Coalition.

521

01:26:50.800 --> 01:27:07.010

Mikhael Skvarla: Our members represent a vast majority of hydrogen production globally, as well as all but a handful of the publicly available stations in the state of California, and OEMs providing fuel cell electric vehicles to consumers and fleets in the state.

522

01:27:07.030 --> 01:27:11.830

Mikhael Skvarla: Specific to the emergent issue question posed by staff at the beginning of...

523

01:27:11.830 --> 01:27:25.579

Mikhael Skvarla: public comments. CHC members continue to invest in fuel cell electric vehicles, station components and upgrades, as well as renewable hydrogen production in the state of California and serving.

524

01:27:25.580 --> 01:27:32.079

Mikhael Skvarla: California transportation markets. As David Park just mentioned, there's been a pretty major,

525

01:27:32.500 --> 01:27:40.949

Mikhael Skvarla: setback due to the elimination of California's hydrogen hub arches, and as we realign and reset.

526

01:27:40.950 --> 01:27:58.319

Mikhael Skvarla: There's some major investments taking place behind the scenes that will come to light later this year, and we've been in touch with the Commissioner's Office, and we'll continue to be in touch with CEC staff and the Commissioner as those become public, and we're allowed to daylight, those investments, as they will have a major transitional shift.

527

01:27:58.320 --> 01:28:06.740

Mikhael Skvarla: for this industry and market, propelling us forward to achieve California's zero-emission vehicle goals across vehicle weight classes. On the training front.

528

01:28:06.740 --> 01:28:24.890

Mikhael Skvarla: I want to flag that the California Community Colleges have adopted a ZEV maintenance training curriculum. This was supported largely by Valley Clean Air Now in the

Central Valley, with financial support from the CHC membership. It's now currently at 8 different community colleges after starting in Fresno City.

529

01:28:24.890 --> 01:28:32.220

Mikhael Skvarla: It's expanded to 10 more... it will be expanding to 10 more, including colleges in Los Angeles later this year and early next year.

530

01:28:32.310 --> 01:28:45.529

Mikhael Skvarla: And we hope that we could align some of the training funding, for ZEV maintenance with, the infrastructure maintenance, maybe through the community college system, as there are great success stories and benefits to,

531

01:28:45.530 --> 01:28:54.350

Mikhael Skvarla: community members who are able to attend those low-cost certification programs. With regard to the current grants, I'm very appreciative of,

532

01:28:54.350 --> 01:29:10.600

Mikhael Skvarla: CEC staff and the Commissioner's Office working with us, specifically on the addition of utilization to trailer upgrades and, getting temporarily non-operative stations back online. This is going to drive future investments, safety upgrades, and a better market.

533

01:29:11.080 --> 01:29:22.160

Mikhael Skvarla: And then, just to close, I want to disagree without being disagreeable. The light and medium duty markets are inherently intertwined. Most contractors bring their trucks home at the end of the day.

534

01:29:22.160 --> 01:29:36.450

Mikhael Skvarla: So to the extent that we have publicly available stations and neighborhoods that can serve both the light duty and medium-duty markets is important, as well as supporting metro and all those stations through our transportation corridors to decarbonize both our heavy-duty fleets and our light duty passengers who are con...

535

01:29:36.460 --> 01:29:40.179

Mikhael Skvarla: you know, traveling throughout the state. We appreciate it. Thank you.

536

01:29:41.640 --> 01:29:42.730

Mabel Aceves Lopez (CEC): Thank you for your comment.

537

01:29:44.320 --> 01:29:46.220

Mabel Aceves Lopez (CEC): Next, we have Maureen Blanc.

538

01:29:46.540 --> 01:29:51.829

Mabel Aceves Lopez (CEC): We will allow you to unmute. Please spell and state your name, affiliation, and begin your comment.

539

01:29:53.440 --> 01:29:54.440

Maureen Blanc: Good morning.

540

01:29:55.130 --> 01:30:08.430

Maureen Blanc: Thank you to the California Energy Commission and to Commissioner Skinner for your continued leadership on zero-emission vehicle education, outreach, and adoption. I'm Maureen Blanc, the Director of CHARGE Across Town.

541

01:30:08.490 --> 01:30:21.759

Maureen Blanc: We're a California-based nonprofit focused on advancing clean energy, clean transportation, and electric

mobility solutions, mostly in low-income and disadvantaged communities.

542

01:30:22.180 --> 01:30:36.470

Maureen Blanc: Our work is the heavy lift of interacting with consumers to debunk the many EV myths out there, to bring new and used test drive vehicles to communities with some of the highest air pollution in the state.

543

01:30:36.670 --> 01:30:46.890

Maureen Blanc: And help show the path to cleaner cars, educate on EV incentives and affordability, and how electric vehicles can fit into anyone's lifestyle.

544

01:30:47.100 --> 01:31:04.890

Maureen Blanc: We're excited to participate in the Clean Transportation Program Investment Plan, and just want to emphasize the continued importance of investment in consumer outreach and education regarding clean energy and clean transportation.

545

01:31:05.000 --> 01:31:21.200

Maureen Blanc: California has been the bellwether state, as we all know, and its continuing investment in clean air, equity programs, EV charging programs, and home and multifamily housing should continue to be a top priority.

546

01:31:21.460 --> 01:31:28.700

Maureen Blanc: Again, thank you for your leadership, and we look forward to working with the California Energy Commission on Future Programs.

547

01:31:31.430 --> 01:31:32.590

Mabel Aceves Lopez (CEC): Thank you for your comment.

548

01:31:33.580 --> 01:31:35.809

Mabel Aceves Lopez (CEC): Next, we have Eileen Tutt.

549

01:31:35.950 --> 01:31:41.500

Mabel Aceves Lopez (CEC): We will allow you to unmute, please spell and state your name and affiliation, and begin your comment.

550

01:31:43.380 --> 01:31:56.870

Eileen Tutt: Good morning. My name is Eileen Tutt, E-I-L-E-E-N-T-U-T-T, and I'm with the Electric Transportation Community Development Corporation. Thank you for the opportunity to comment today.

551

01:31:57.100 --> 01:32:04.429

Eileen Tutt: I want to just echo something that Ms. Warheit, Mr. Luis, and Dr. Dorsey said, and that is.

552

01:32:05.740 --> 01:32:18.259

Eileen Tutt: when we make these investments, how do we make sure that the communities are actually benefiting? Because a lot of these investments, go to corporations and not to communities, and

553

01:32:18.390 --> 01:32:22.160

Eileen Tutt: And what happens is, we get the air quality benefits in the communities.

554

01:32:22.900 --> 01:32:27.540

Eileen Tutt: But we don't... the economic benefits are taken out of the community, and...

555

01:32:27.710 --> 01:32:40.629

Eileen Tutt: And so, we have advocated for quite a long time to put the money in these communities, and electrify these communities, and give them access to affordable electrification. And so far.

556

01:32:40.810 --> 01:32:50.109

Eileen Tutt: I think that is partially working, but I think the Energy Commission has quite a bit more work to do to really make sure that the funding, the investments they're making.

557

01:32:50.110 --> 01:33:02.959

Eileen Tutt: are benefiting communities and not corporations. And, I just want to say that one thing that I've commented to staff just offline about is, although totally and completely support

558

01:33:02.960 --> 01:33:20.550

Eileen Tutt: the investment in multifamily dwellings. I will just say from personal experience, it's extremely... you have to be very careful, because again, what you end up investing in is these corporate landowners and housing owners, and not the people who live there.

559

01:33:20.550 --> 01:33:32.679

Eileen Tutt: So you can put... you can give these corporate landowners and multifamily unit dwellings all this money to install charging infrastructure, and they see it as a revenue stream, so they charge the...

560

01:33:32.680 --> 01:33:48.620

Eileen Tutt: folks that live there enough that they can make even more profit than they're already making, and the residents are still paying more for electricity than people in more affluent communities. So the only thing I would warn you as you go ahead with this multi-family dwelling and designing this program.

561

01:33:48.620 --> 01:34:03.050

Eileen Tutt: Make sure that the benefits are going to the communities, and the communities and the people are protected, because these... the people who own these buildings and the landlords, they are... they are corporations. There's... there's no... they... they... they are not.

562

01:34:03.050 --> 01:34:10.039

Eileen Tutt: necessarily going to invest in a way that benefits the people. So, that's my comment. I really appreciate your time and attention.

563

01:34:11.550 --> 01:34:12.509

Mabel Aceves Lopez (CEC): Thank you, Eileen.

564

01:34:13.140 --> 01:34:25.210

Mabel Aceves Lopez (CEC): And again, if you're joining us online and would like to make a comment, please use the raise hand feature. If you are calling in, you can use star 9 to raise your hand, and star 6 to unmute.

565

01:34:26.960 --> 01:34:32.820

Mabel Aceves Lopez (CEC): And now we have... Linda Hutchins-Knowles.

566

01:34:33.080 --> 01:34:38.119

Mabel Aceves Lopez (CEC): We will allow you to unmute. Please spell state your name and affiliation, and you may begin.

567

01:34:38.690 --> 01:34:51.149

Linda Hutchins-Knowles: Yes, hello, my name is Linda Hutchins-Knowles, that's spelled L-I-N-D-A-H-U-T-C-H-I-N-S hyphen K-N-O-W-L-E-S.

568

01:34:52.280 --> 01:34:55.440

Linda Hutchins-Knowles: And I'm with the National Charging Access Coalition.

569

01:34:55.730 --> 01:35:04.529

Linda Hutchins-Knowles: Good morning, Chair Skinner and committee members. I'm echoing the comments by Vanessa Warheit, Vanessa of Earthjustice, and Eileen Tutt.

570

01:35:04.530 --> 01:35:20.109

Linda Hutchins-Knowles: Please do not support or spend any state funds on hydrogen fuel transportation, and most especially not for light-duty fuel cell vehicles. Given how much more efficient battery-electric vehicles are, hydrogen fuel cells cannot compete on their own.

571

01:35:21.020 --> 01:35:23.619

Linda Hutchins-Knowles: Therefore, the state of California

572

01:35:23.620 --> 01:35:42.109

Linda Hutchins-Knowles: is single-handedly propping up the hydrogen fuel industry. Without that support, they would not be able to compete with their vehicles. It is not the state's responsibility to prop up an uncompetitive industry. It's not the state's responsibility to step in where the federal government may have fallen short in supporting actual green hydrogen.

573

01:35:42.590 --> 01:35:54.399

Linda Hutchins-Knowles: Over 95% of hydrogen is permanently produced with fossil fuels, so it is misleading and greenwashing to classify them as zero-emission vehicles. They are certainly not clean, and they drive up climate emissions.

574

01:35:54.680 --> 01:35:58.750

Linda Hutchins-Knowles: David Park mentioned his comment about hard-to-electrify sectors.

575

01:35:59.150 --> 01:36:18.350

Linda Hutchins-Knowles: I disagree that light-duty vehicles are hard to electrify. In fact, they are rapidly electrifying. 98% of new cars sold in Norway are electric vehicles. The state of California is also rapidly electrifying vehicles. The Clean Cars for All program should not be putting fuel cells in the hands of disadvantaged communities.

576

01:36:18.350 --> 01:36:37.900

Linda Hutchins-Knowles: They should be putting electric vehicles into those hands. Also, the multifamily housing sector desperately needs more support. There's currently a bill that would roll back the CalGreen standards for affordable housing, and put a double standard and deny those residents the same access to charging that new market-rate apartment residents enjoy.

577

01:36:37.900 --> 01:36:49.870

Linda Hutchins-Knowles: So the state should not be putting funding into hydrogen-fueled vehicle infrastructure for light-duty transportation. For the cost of one multi-million dollar hydrogen fueling station, you can build hundreds of...

578

01:36:56.580 --> 01:36:58.900

Mabel Aceves Lopez (CEC): Sorry, Linda, we're not getting your audio right now.

579

01:37:00.100 --> 01:37:03.990

Linda Hutchins-Knowles: Sorry, I went through a tunnel on a train. Just to wrap up, please...

580

01:37:04.270 --> 01:37:10.180

Linda Hutchins-Knowles: don't support any state funding for light-duty hydrogen vehicles. Thank you.

581

01:37:11.980 --> 01:37:13.320

Mabel Aceves Lopez (CEC): Great, thank you for your comment.

582

01:37:14.870 --> 01:37:17.470

Mabel Aceves Lopez (CEC): Next up, we have Michelle Pierce.

583

01:37:17.730 --> 01:37:23.030

Mabel Aceves Lopez (CEC): We will allow you to unmute. Please spell and state your name and affiliation, and begin your comment.

584

01:37:24.360 --> 01:37:26.949

Michelle Pierce: Hi, my name is Michelle Pierce.

585

01:37:27.240 --> 01:37:37.199

Michelle Pierce: I'm with several different nonprofits. I also work with Vanessa and Linda at National Charging Access Coalition. We're all volunteers, and

586

01:37:37.870 --> 01:37:39.680

Michelle Pierce: We,

587

01:37:41.530 --> 01:37:50.889

Michelle Pierce: I've worked with different nonprofits where I talk to people about, you know, I tell them about electric vehicles.

588

01:37:51.790 --> 01:37:58.050

Michelle Pierce: And I give my lived experience, having been driving an electric vehicle since 2012,

589

01:37:58.950 --> 01:38:02.110

Michelle Pierce: And it really hurts when I hear about

590

01:38:02.350 --> 01:38:11.180

Michelle Pierce: People with very little, income, Being told by.. hydrogen fuel...

591

01:38:11.520 --> 01:38:13.760

Michelle Pierce: I don't know if I'm allowed to say,

592

01:38:14.290 --> 01:38:18.849

Michelle Pierce: Anyway, the Toyota dealers tell these people that

593

01:38:19.330 --> 01:38:21.560

Michelle Pierce: Oh, we pay for your fuel.

594

01:38:21.970 --> 01:38:27.529

Michelle Pierce: And without realizing that it's not... Forever that the...

595

01:38:27.950 --> 01:38:35.930

Michelle Pierce: Fuel is very expensive, and that it runs out really quickly, and there aren't that many fuel stations available.

596

01:38:36.600 --> 01:38:44.130

Michelle Pierce: And, then these... These fueling stations, they just disappear and don't come back.

597

01:38:44.600 --> 01:38:54.600

Michelle Pierce: So, here these people are with these... they got the car for almost free, but they can't do anything with it because there's no place to fuel up.

598

01:38:54.930 --> 01:38:56.949

Michelle Pierce: And it just breaks my heart.

599

01:38:57.060 --> 01:39:08.150

Michelle Pierce: Because... It's like they're being led... By unscrupulous claims that these are...

600

01:39:08.800 --> 01:39:19.480

Michelle Pierce: pollution-free vehicles, and that they're better than plug-in, and bottom line is, they're not. You can plug in your car off of a solar panel.

601

01:39:19.820 --> 01:39:26.289

Michelle Pierce: with a, you know, with a battery, and you can charge your car. It will take days and days, but still.

602

01:39:26.780 --> 01:39:30.590

Michelle Pierce: You're charging your car. You can't do that with a hydrogen fuel car.

603

01:39:30.860 --> 01:39:33.799

Michelle Pierce: Hydrogen fuel cell car, please.

604

01:39:34.210 --> 01:39:44.250

Michelle Pierce: Stop the scam of getting people into hydrogen fuel when it's the most expensive Other than gasoline.

605

01:39:44.440 --> 01:39:49.370

Michelle Pierce: way to be dr... to get around. Thank you.

606

01:39:51.030 --> 01:39:52.019

Mabel Aceves Lopez (CEC)Thank you, Michelle.

607

01:39:53.390 --> 01:39:59.919

Mabel Aceves Lopez (CEC)And I'm not seeing any more raised hands online. If anyone would like to make a comment, we'll wait a moment here.

608

01:40:07.190 --> 01:40:12.059

Agustin Martinez: Hello, I have my hand raised. Can I have a public comment?

609

01:40:14.510 --> 01:40:21.549

Mabel Aceves Lopez (CEC): Oh, hello, Augustine. I see you're under the panelists, but if you're a member of the public, you can speak now.

610

01:40:22.000 --> 01:40:23.260

Agustin Martinez: Okay, thank you.

611

01:40:27.400 --> 01:40:35.850

Agustin Martinez: So, my name is Agustin Martinez, I'm part of, Comite Civico del Valle, team here in Imperial Valley.

612

01:40:36.280 --> 01:40:53.850

Agustin Martinez: We just want to make sure that we inform you that CCV currently manages several different initiatives that directly supports this transition to zero-emission vehicles, but we want to also thank the California Energy Commission

613

01:40:54.110 --> 01:41:03.330

Agustin Martinez: to provide these incentives and opportunities for our disadvantaged communities that we serve. But we also want to make sure that

614

01:41:03.650 --> 01:41:10.030

Agustin Martinez: These disadvantaged communities do have access to these incentives.

615

01:41:10.400 --> 01:41:12.989

Agustin Martinez: Just giving the reason that,

616

01:41:13.430 --> 01:41:22.400

Agustin Martinez: as part of the Imperial Valley with these programs that we have, most likely there's a lot of California state incentives, rebates.

617

01:41:23.200 --> 01:41:31.030

Agustin Martinez: That are promoted, through these programs or initiatives, through all of the whole state.

618

01:41:31.340 --> 01:41:38.269

Agustin Martinez: Where it specif- it's specified that they're serving, disadvantaged communities, but unfortunately.

619

01:41:38.590 --> 01:41:53.050

Agustin Martinez: Imperial Valley, it's not considered as part of these programs or initiatives, so we just also want to make sure that, part of all the cities that are here in Imperial Valley and

620

01:41:53.180 --> 01:42:00.370

Agustin Martinez: Northern Eastern Coachella Valley also are part of these programs, and that they could qualify.

621

01:42:00.470 --> 01:42:05.139

Agustin Martinez: So that way, we make sure that those that are in urgent need

622

01:42:05.390 --> 01:42:11.109

Agustin Martinez: For... for these incentives and these opportunities, they can also get,

623

01:42:11.270 --> 01:42:14.069

Agustin Martinez: That opportunity to, to have,

624

01:42:14.650 --> 01:42:22.679

Agustin Martinez: a zero-emission vehicle, or they can have the opportunity to get access to this infrastructure, so...

625

01:42:22.910 --> 01:42:27.040

Agustin Martinez: I just wanted to share that, and thank you so much for the opportunity.

626

01:42:28.680 --> 01:42:30.260

Mabel Aceves Lopez (CEC): Great, thank you for your comment.

627

01:42:35.410 --> 01:42:39.999

Mabel Aceves Lopez (CEC): Alright, it looks like that was the end of all the public commenters.

628

01:42:40.240 --> 01:42:45.519

Mabel Aceves Lopez (CEC): So that concludes our public comment period, and I'll hand it back to Marissa Williams.

629

01:42:52.230 --> 01:43:04.739

Marissa Williams (CEC): All right. Thank you again to all of our advisory committee members and members of the public for your time and engagement today, and in the development of the investment plan update for the Clean Transportation Program.

630

01:43:04.810 --> 01:43:16.380

Marissa Williams (CEC): For more information about the topics we discussed, you can visit the CEC's transportation webpage using the link shown here. And as a final reminder, docketed comments are due

631

01:43:16.630 --> 01:43:27.439

Marissa Williams (CEC): by Wednesday, July 8th, and you could use the link here to submit e-comments, and we look forward to seeing those in the docket.

632

01:43:28.600 --> 01:43:30.750

Marissa Williams (CEC): If we move to the next slide...

633

01:43:32.060 --> 01:43:42.880

Marissa Williams (CEC): Just want to, again, thank folks for joining us today, and at this point, I'd like to invite Commissioner Skinner to offer any closing remarks she may have, and then adjourn the meeting.

634

01:43:47.340 --> 01:43:50.610

Nancy Skinner: Thanks. Yes, I'm here, I'm,

635

01:43:50.820 --> 01:43:53.629

Nancy Skinner: My screen froze for a moment.

636

01:43:53.930 --> 01:44:07.779

Nancy Skinner: So I relate to everyone who had technical difficulties today. There's a great advantage, of course, to

being able to do things virtually. Saves folks from traveling, gives better access to some folks, but they also, as we know.

637

01:44:07.890 --> 01:44:23.579

Nancy Skinner: has our little... has little bits of difficulties. I want to, again, thank our staff for the good work in preparing the plan, as I mentioned when I opened, for incorporating

638

01:44:24.170 --> 01:44:35.550

Nancy Skinner: your comments and such, and, also for all the logistics regarding this meeting. And, Charles and Marissa, thank you for your presentations, and Mabel for your,

639

01:44:35.550 --> 01:44:45.399

Nancy Skinner: Backup and IT support. I wanted to, reference a couple things there. Obviously, as I opened.

640

01:44:45.400 --> 01:44:53.100

Nancy Skinner: With... we have a continued commitment, medium duty and heavy duty, and that has clearly been reinforced by...

641

01:44:53.260 --> 01:45:02.770

Nancy Skinner: your comments both in this meeting and in, our receipt of comments from the draft plan. And I just wanted to,

642

01:45:03.330 --> 01:45:11.250

Nancy Skinner: reference, the comment, I forget which, participant mentioned, seeing the...

643

01:45:11.250 --> 01:45:34.430

Nancy Skinner: reduction in the amount we are putting of CTP funds for 26-27 for medium duty, heavy duty, compared to what we proposed last year. And the reason I bring it up is because I

can imagine, for some, it might appear like we are moving away from our commitment regarding

644

01:45:34.440 --> 01:45:41.090

Nancy Skinner: MDHD. But in fact, the reason we made that adjustment is because

645

01:45:41.790 --> 01:45:48.890

Nancy Skinner: Last September, the legislature, in an unexpected budgetary action.

646

01:45:48.890 --> 01:46:04.360

Nancy Skinner: gave us an additional, up to \$40 million to support the MDHD infrastructure. No funds were giving us additional for light duty. So, that's because we know that we have this influx of funds

647

01:46:04.400 --> 01:46:14.279

Nancy Skinner: For medium duty, heavy duty, and we do not for light duty. That's why there was that slight adjustment. So, just wanted to kind of highlight that to,

648

01:46:14.330 --> 01:46:20.580

Nancy Skinner: to help reassure that we are not backing away at all from our commitment on medium duty and heavy duty. And of course.

649

01:46:21.070 --> 01:46:37.810

Nancy Skinner: In that, regard, we are, very focused on supporting the infrastructure at and near ports and good movements corridors, and of course, for our transit vehicles and our school bus, electric school bus infrastructure.

650

01:46:38.250 --> 01:46:58.160

Nancy Skinner: And that's evidenced by both the solicitations we have currently open, and the ones that we've just closed and are about to announce in terms of a notice of proposed awards. And we are also, as I mentioned, prioritizing the investments in light duty.

651

01:46:58.210 --> 01:47:09.800

Nancy Skinner: for at or near home charging, including the multifamily homes. And we hope to have, while we do not tend to

652

01:47:10.510 --> 01:47:21.260

Nancy Skinner: make a solicitation, like, targeted to one particular area. We are hoping that there's some expansion of installations in the LA region that would help support

653

01:47:21.260 --> 01:47:31.180

Nancy Skinner: the LA-28 Games, because there's a goal by both the City of LA and the LA-28 Committee, the Olympics Committee.

654

01:47:31.240 --> 01:47:41.869

Nancy Skinner: to have those games be as, low emission, as, strong zero emission as possible. They're doing their best to have,

655

01:47:41.870 --> 01:47:53.570

Nancy Skinner: the various buses that they're using, and various other vehicles that they're using be electrified. So we're hoping that we will be able to support them.

656

01:47:53.570 --> 01:48:08.810

Nancy Skinner: And, which of course would then... the type of support we would offer, would not only support the electrification of the transportation for those games, but ongoing permanent infrastructure that the entire region could rely on and use.

657

01:48:08.980 --> 01:48:10.899

Nancy Skinner: And then lastly, I'll...

658

01:48:11.040 --> 01:48:17.989

Nancy Skinner: Thank you all for participating, not only here at this meeting, but continuing to give us your good feedback and comments.

659

01:48:18.090 --> 01:48:25.930

Nancy Skinner: And as Marissa mentioned, the, our docket for written comments on the draft plan

660

01:48:26.340 --> 01:48:46.030

Nancy Skinner: is open until Wednesday, July 8th, and every comment will be carefully considered, so if you are... if you want to put some of your thoughts in writing, or if you have some additional thoughts that maybe weren't conveyed at this meeting, please feel free. And otherwise, thank you again, and I look forward to our...

661

01:48:46.220 --> 01:48:59.600

Nancy Skinner: getting a adopted investment plan closer to the actual start of the fiscal year, so that we can begin to support the type of investments that we've all described. And thanks so much.

662

01:49:02.960 --> 01:49:03.910

Beverly Greene: Thank you.

663

01:49:12.270 --> 01:49:13.880

Charles Smith (CEC): Alright, thank you, everybody.

664

01:49:14.860 --> 01:49:17.070

Nancy Skinner: And Charles, we're concluding, correct?

665

01:49:17.420 --> 01:49:21.050

Charles Smith (CEC): Yes, your call to adjourn the meeting.

666

01:49:21.050 --> 01:49:25.510

Nancy Skinner: Yes, well then, we will have our meeting adjourned. Thank you all again.

667

01:49:26.820 --> 01:49:27.779

Charles Smith (CEC): Thank you all.