

**DOCKETED**

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*Comment Received From: Kathryn Adams Hoksbergen  
Submitted On: 9/22/2022  
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**Comments by Adopt a Charger on the California Energy  
Commission's Proposed Fiscal Year 2022-2023 Investment Plan  
Update for the**

*Additional submitted attachment is included below.*



California Energy Commission Fuels and Transportation Division  
1516 Ninth Street  
Sacramento, CA 95814

Re: Docket No. 22-ALT-01 – Comments by Adopt a Charger on the California Energy Commission's Proposed Fiscal Year 2022-2023 Investment Plan Update for the Clean Transportation Program

Dear Commissioners and Staff,

Adopt A Charger (AAC), a non-profit 503C corporation, is requesting an equal opportunity to participate in the Clean Transportation Program Investment Plan, specifically, funding that is earmarked to provide EVCS's in California State Parks and Beaches where current CEC funding is nonexistent, and where the AB-1083 utility program does not address the smaller Utilities Companies and their territories (smaller utility companies are not part of the legislation) and where the 1083 Program cannot provide a solution for no, or low cost to the end user.

The State Parks and Beaches that are currently excluded from receiving Clean Transportation Program funding are typically in remote, economically depressed, underserved areas typically without reliable connectivity and there is no plan B to charge their vehicle so they can return home. California State Park enthusiasts frequent these parks regularly, but these areas are desperately lacking the infrastructure to provide for the EV visitor, so these visitors are restricted with their visitations and tend to stick to the heavily populated Parks and Beaches which is contributing to overuse of the location, and exhausting the precious State Parks and their resources.

Adopt a Charger has implemented over 60 EVCS's in California State Parks at no cost to the end user through various partnerships and grant opportunities. AAC has demonstrated a highly effective partnership with California State Parks, their headquarters and field staff and are often in contact with AAC requesting more EVCS solutions. AAC has also shown to be successful in administering prior Grant funding from the CEC (\$500K), and working with other partners that provide material, labor and funding.

Although the CEC is not proposing any adjustments at this time, it welcomes feedback by their stakeholders and as such, "AB 2127 Report provides a qualitative review of charging infrastructure needs Charger deployments should be targeted toward the needs of the local community, built environment, and use case. This targeting means there is no one-size-fits-all charging solution. Generally speaking, the best-fit charging solution will maximize electric miles enabled by a charger at the lowest overall cost while reflecting local needs and constraints and supporting equitable access for all Californians. Fostering innovative or unique charging products and opportunities will help ensure that these solutions proliferate".

"Senate Bill 1000 (Lara, Chapter 368, Statutes of 2018) requires the CEC, as part of the development of the Clean Transportation Program Investment Plan Update, to assess whether chargers are disproportionately deployed by income level, population density, or geographical area. If the CEC finds that chargers have been disproportionately deployed, the CEC shall use

Clean Transportation Program funds, to the extent authorized by law, and other mechanisms to deploy chargers more proportionately, unless the CEC finds that the disproportionate deployment was reasonable and furthered state energy and environmental policies as articulated by the CEC.”

Therefore, AAC is Requesting 5 Million for 2022, and another 5 Million for 2023, to be allocated in the form of a Direct Agreement, or grant, that will enable the implementation of EVCS's in California State Parks and Beaches not identified by the (AB1083 program) at no, or low cost to the end user specifically administered by a non-profit corporation.

Kitty Adams Hoksbergen, Executive Director

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