

**DOCKETED**

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*Comment Received From: Cesar Diaz  
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**19-AB 2127 ChargePoint Comments on AB 2127 Workforce Development**

*Additional submitted attachment is included below.*



November 4, 2022

California Energy Commission  
Docket Unit, MS-4  
715 P Street  
Sacramento, CA 95814

**RE:** Docket 19-AB-2127 Staff Workshop on Labor and Workforce for Second Assembly Bill (AB) 2127 Assessment

Dear Commission,

ChargePoint is grateful for the invitation to participate in the recent staff workshop on labor and workforce assessment for AB 2127. In addition to the comments,<sup>1</sup>we provided on the panel, we welcome the opportunity to provide additional comments on this timely topic that aims to the Zero Emissions Vehicle (ZEV) workforce in California.

Since 2007, ChargePoint has created a new fueling network to move all people and goods on electricity. ChargePoint is committed to making it easy for businesses and drivers to go electric, with a world-leading electric vehicle (EV) charging network and a complete set of charging solutions available today. ChargePoint's cloud subscription platform and software-defined charging hardware are designed internally. They include options for every charging scenario, from home and multifamily to the workplace, parking, hospitality, retail, and fleets. There are more than 174,000 ports on the ChargePoint network across North America and Europe, and an additional 300,000 ports accessible via roaming agreements.

Below are some comments regarding the questions asked to the different panels.

*What partnerships/investments are needed to ensure success and growth in the EV charging industry?*

ChargePoint recommends the CEC create a ZEV workforce training and resources depository where workforce training efforts from across the state can be accessed.

As an EVSE company, trying to navigate the various efforts throughout the state can be daunting. Therefore, we recommend CEC serve as convener and coordinator on these ZEV workforce development efforts.

There need to be new partnerships between organizations working on workforce training and EVSE manufacturers and contractors that can link trainees with specific roles.

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*What trends, metrics, and industry indicators should the CEC consider in preparing a skilled workforce for the public and private investments that lie ahead?*

The CEC should look at yearly new ZEV purchases, which will impact the number of EV chargers needed and thus the number EVSE manufacturing jobs and EVSE installation and maintenance jobs.

*EV charging infrastructure projects rely on an interplay of public and private workforces. How is your organization meeting the workforce demands for today's projects and the actions you are taking to ensure the availability of a skilled workforce for continued growth?*

ChargePoint has more than 500 employees based in California, including approximately 250 in product development and 100 in production and manufacturing. In addition to ChargePoint's direct employees, we work with an extensive network of partners who support the sales, installations, Operations & Maintenance (O&M) charging network.

It is challenging to keep manufacturing jobs in California due to the high cost of land and labor. Grants such as those provided by the CEC have been essential to keep our operations in the state, so we thank the CEC for providing grant funding to support California-based manufacturing operations. In 2019, we leveraged a grant from to scale up our DC fast charger manufacturing in the City of Milpitas in Santa Clara County.

To scale up our installation resources for contractor partners, we have developed ChargePoint University. On this platform, we provide a multilingual training medium for a safe and effective installation and the O&M of our products. ChargePoint University offers technical documentation, videos, and online learning courses to installers, architects, electricians, planners, and developers. In the past year, 18,635 courses were completed, and in 2022 alone, 30,000 installers were certified via our programs. In June 2022, we established a partnership with National Electrical Contractors Association (NECA) to collaborate on providing the association's members with the necessary training and curriculum on how to deploy EV charging across the country.

*How can adjacent clean energy industries, such as energy efficiency, renewable energy, etc., be leveraged to grow the clean transportation workforce?*

To address the labor shortages, there needs to be a close look at upskilling and reskilling the workforce in similar roles currently in other industries to fill targeted positions. Some approaches to this issue are setting minimum targets for on-the-job training, connecting candidates with potential job opportunities.

*What should the CEC consider evaluating the labor and workforce needed to support EV charger deployments?*



The U.S. will face a shortage of electricians soon. “Like many economic issues, electrician shortage is a mismatch between supply and demand. On the supply side, not enough younger electricians are entering the industry as experienced electricians continue retiring. On the demand side, more electricians will be needed to meet the ever-increasing electricity needs of our nation.”<sup>2</sup>

According to the U.S. Bureau of Labor Statistics (BLS) and the National Electric Contractors Association (NECA), “7,000 electricians join the field each year, but 10,000 retire each year.”<sup>3</sup> rate of new entrants into the electrician trade cannot keep up with the number retiring.

According to a new analysis by management consulting firm McKinsey, the federal infrastructure Investment and Jobs Act is expected to create hundreds of thousands of new jobs over a five-year duration. But McKinsey estimates that the shortfall attributable to the infrastructure act by 2028 will be more than 160,000 workers in the contractor and subcontractor, 1450,000 in the materials sectors, and 40,000 workers in the engineering and technical services sector.<sup>4</sup>

It is challenging to keep manufacturing jobs in California due to the high cost of land for the facilities and high cost of housing for workers. Grant funding that supports California-based manufacturing operations can be helpful for CA-based facilities to scale up their existing production capacity and, in turn, create new jobs.

In sum, for CA to achieve its ZEV deployment targets, there needs to be coordination and collaboration between the public and private sectors. Therefore, ChargePoint looks forward to continuing our partnership with the CEC.

Please do not hesitate to let me know if you have any questions, [Cesar.diaz@chargepoint.com](mailto:Cesar.diaz@chargepoint.com).

Respectfully,

A handwritten signature in black ink, appearing to read "Cesar Diaz".

Cesar Diaz  
Senior Public Policy Manager

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<sup>2</sup> <https://solutions.borderstates.com/the-electrician-shortage/>

<sup>3</sup> <https://www.payscale.com/career-advice/shortage-of-electricians-leads-to-shockingly-high-salary-potential-and-opportunities/>

<sup>4</sup> <https://www.mckinsey.com/industries/public-and-social-sector/our-insights/will-a-labor-crunch-derail-plans-to-upgrade-us-infrastructure>