

<b>DOCKETED</b>	
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<b>Project Title:</b>	Electric Vehicle Infrastructure Project Funding
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*Comment Received From: Karen Suarez  
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Docket Number: 20-TRAN-04*

**Docket No 20-TRAN-04 – Presentation, Light-Duty Electric Vehicle Block Grant Design Changes Workshop**

*Additional submitted attachment is included below.*



Date: 01/19/2024

California Energy Commission  
715 P Street  
Sacramento, CA 95814

**RE: Docket No. 20-TRAN-04 – Presentation, Light-Duty Electric Vehicle Block Grant Design Changes Workshop**

Dear California Energy Commission Program Staff,

Uplift San Bernardino at the Making Hope Happen Foundation is pleased to provide these comments in response to the January 9th, 2023, Light-Duty Electric Vehicle Block Grant Design Changes Workshop. We value the California Energy Commission's (CEC) solicitation of public input and feedback on proposed changes to the California Electric Vehicle Infrastructure Project (CALeVIP 2.0) and Communities in Charge (CIC) incentive programs. Uplift San Bernardino at the Making Hope Happen Foundation and our internship program has prioritized the rapid development of electric vehicle (EV) charging infrastructure within low-income and disadvantaged communities in San Bernardino.

**Introduction**

Uplift San Bernardino at the Making Hope Happen Foundation aims to share opportunities, resources, and hope with the students of San Bernardino City. With the help of our community, educators, and leaders, together, we are building a generation of successful adults committed to growing roots in San Bernardino through neighborhood development, economic opportunity, and human capital.

**Comments**

In response to the proposed design changes posed by CEC staff during the workshop, we offer the following comments and feedback for your consideration:

The removal of stackable funding with any other rebate program:

Uplift San Bernardino at the Making Hope Happen Foundation advises **against** removing the ability to stack CIC incentive funding with other rebate programs, including local and federally funded programs. Disinvested communities like ours rely on capital stacks to successfully complete projects. Funds secured through other sources also help us scale the number of chargers we can successfully install with community partners and our small business community.

Increasing the maximum rebate percentage from 75% of eligible costs up to 100%:

We **support** increasing the maximum rebate percentage up to 100% of eligible costs. Helping communities like ours catch up to other well resourced cities will require 100% of eligible costs to be covered. Continuing to fund jurisdictions that are not disadvantaged just puts disadvantaged communities further behind.

Reduction of the Multi-Family housing adder of \$3,500 to \$1,000:

We respectfully request that the CEC **not alter** the multi-family housing adder from \$3,500 to \$1,000, especially in high opportunity areas and where affordable housing units will be produced to support working families. There are opportunities to pair affordable housing with ride sharing programs and having EV charging stations are beneficial for lower income families to make the transition.

Removal of mid-point payments:

We encourage the CEC **not to remove** the option for mid-point payments. Our organizations and partners are already under-resourced and do not have readily accessible capital to wait for a reimbursement at the end of the project. The midpoint payment at least allows the ability to recoup some funds before project completion and gives us an opportunity to raise additional dollars through grants and other programs, which adds another reason to why capital stacking is critical.

Proposed changes to the application ranking system, including utilizing a single readiness tier for all applicants and awarding funding based on the rebate amount requested from lowest to highest amount:

We encourage the CEC **not to award** funding based on the rebate amount requested from lowest to highest. Instead, a working group made up of community members, commission members and staff should look at an equitable way to deploy the rebate program and co-design with disadvantaged communities how the funds can support projects in our most vulnerable communities. The tiered approach benefits shovel ready projects, again supporting jurisdictions that are better resourced.

**Conclusion**

Thank you in advance for considering Uplift San Bernardino at the Making Hope Happen Foundation comments on behalf of the communities we serve. If you require further information, please contact Karen Suarez, Vice President of Collective Impact at [Karen.Suarez@makinghope.org](mailto:Karen.Suarez@makinghope.org) or Heather Zappia, Program Coordinator, Human Capital at [heather.zappia@makinghope.org](mailto:heather.zappia@makinghope.org).

Sincerely,

Niki Dettman

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