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ChargePoint Comments on 2024-2025 CTP Investment Plan

Additional submitted attachment is included below.



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June 21, 2024

California Energy Commission
Docket Unit, MS-4
Docket No. 24-ALT-01
715 P Street
Sacramento, California 95814

Re: 2024-2025 Clean Transportation Program Investment Plan Update

ChargePoint appreciates the work of the California Energy Commission (the Commission) to continually assess and prioritize where funding is most needed to achieve California's clean fuel infrastructure needs. The Clean Transportation Program (CTP) Investment Plan Update for 2024-2025 is a valuable tool to take stock of whether California's investments are keeping the state on track to achieving its goals. In the context of state budget constraints, we recognize the importance of focusing on segments with the most need. ChargePoint applauds the Commission's renewed focus towards the medium and heavy duty fleet segment, which is relatively under-developed compared to light-duty charging. Nonetheless, ChargePoint believes the light-duty segment needs continued attention, as it is not yet "mission accomplished," especially shared Level 2 charging in communities and multifamily housing.

Regardless of their focus, the success of funding programs is dependent on consistent, transparent, and dependable schedules for block grant opportunities. **We urge the Commission to provide greater clarity on the timing of the next wave of longstanding block grant programs like CALeVIP 2.0, REV 2.0, Communities in Charge, and EnergiIZE for 2024-2025.** EV charging customers, especially small businesses and multifamily housing installing Level 2 stations, are often dependent on funding opportunities to make their projects possible. Uncertainty regarding the timing of funding release, especially for well-established block grant programs, contributes to long project timelines that are already stressed by grid energization delays, supply chain issues, and high interest rates.

There is currently a high level of uncertainty regarding many successful block grant programs for the 2024-2025 funding year. For example, a workshop was scheduled to announce wave 3 of the Communities in Charge block grant. However, it was abruptly cancelled, and stakeholders have not received an update on the timing for wave 3. The second wave of the program closed in December 2023, which means potential applicants have been waiting six months for news regarding the availability of additional funding. Stakeholders are also waiting on an update on the release of REV 2.0 funds for rural EV charging.

Consistent and transparent schedules for the release of block grant funding is a factor under the Commission's direct control that can be leveraged to add much-needed stability to project schedules for potential funding applicants. Predictability should be a core tenet of funding opportunities to ensure equitable charger deployment and competitive funding applications. We thank the Commission for this opportunity to submit comments and look forward to working collaboratively to achieve the state's infrastructure deployment goals.

Respectfully Submitted,

A handwritten signature in black ink, appearing to read "Mal Skowron". The signature is fluid and cursive, with the first name "Mal" and last name "Skowron" clearly distinguishable.

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