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Advisory Committee Meeting - Suzanne Caflisch, Better World Group

Additional submitted attachment is included below.

Written Comment for CEC Clean Transportation Program
Suzanne Caflisch – Advisory Committee Member
Senior Associate, Better World Group
June 21, 2024

1. *Given evolving state budget and federal funding context, does the proposed allocation of CTP base funds strike the right balance?*

- a. *LDV (\$37M)*
- b. *Medium & heavy duty (\$55.2M)*
- c. *Workforce development (\$3M)*

- Given that truck electrification regulations (ACT and ACF) will be requiring increasing sales and purchases of ZEV trucks over the coming years and the critical need for sufficient charging infrastructure to support them, I support the increased focus on medium and heavy-duty fueling infrastructure. This is especially important for prioritizing investments in pollution-burdened communities in freight corridors throughout the state considering the outsized air pollution and CO2 emissions from diesel trucks and the fact that the marketplace is in an earlier stage of transition than light-duty EVs.
- As someone who has worked extensively with labor unions supportive of ZEV vehicle and infrastructure, I'm especially excited to see the CEC's consideration of \$3M for workforce development. I strongly support this and would encourage the CEC to prioritize the vehicle maintenance workforce in addition to the workforce for charging infrastructure. These non-outsourcable jobs are critical opportunities for California's clean energy/clean transportation economy and will give opportunity for workers to directly benefit from the ZEV transition.

2. *What are your high-level recommendations for light-duty infrastructure?*

- I continue to be concerned about the lack of accessibility and slow deployment of LDV infrastructure in low-income communities broadly and multi-family dwellings especially.
- There should be an increased focus on LDV investments in multi-family homes. We should incorporate ample opportunities for level 1 charging at a much lower cost that can meet the overnight charging needs of most EV drivers. This could especially help a number of drivers for rideshare programs who will need to convert to EVs by 2030.

3. *What are your high-level recommendations for medium and heavy-duty infrastructure?*

- When it comes to funding hydrogen fueling infrastructure as required by AB 126, the emphasis should be on medium and heavy-duty infrastructure. Fuel cells running on truly green hydrogen may be useful for zero emission freight, but in the light-duty sector battery-electric vehicles are more fuel efficient and cost effective than FCEVs.
- I support the grouping of medium and heavy-duty operations as laid out by CEC in its proposed funding allocations. Funding charging that will benefit ZEV trucks that especially impact pollution-burdened communities would be my highest priority. With the recent Goldman Prize (known as the “Nobel Prize” for the environment) recognizing Andrea Vidurre in part for her activism around eliminating dirty diesel trucks from warehouse communities in the Inland Empire and other frontline communities throughout California, the world is watching our state to see if we can succeed in the ZEV truck transition.

4. *For both light & heavy/med, are there specific recommendations for equity that we should consider?*

- I commend the CEC for exceeding the 50% requirement for investments in disadvantaged communities laid out in AB 126, and support a programmatic focus on consumers and communities that need the most support.
- Any infrastructure project funded by the state should require meaningful collaboration with community members.
- I encourage CEC to allocate funding to support electrifying buses for public transit fleets and echo the comments of Michael Pimentel at CTA that block grants will allow public agencies to more easily take advantage of funding than competitive solicitations.