

**DOCKETED**

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**June 7, 2024 Advisory Committee Meeting for the Clean Transportation Program—Automated transcript with light corrections**

Zoom recording available at the event webpage:

<https://www.energy.ca.gov/event/meeting/2024-06/public-meeting-advisory-committee-clean-transportation-program-investment>

Advisory Committee members who attended remotely:

Andrew Martinez

Mariela Ruacho

Beverly Greene

Micah Mitrosky

Bill Magavern

Morgan Caswell

Brittany Carpenter

Nicholas Blair

Gia Vacin

Rev. Charles Dorsey

Gillian Gillett

Rev. Harvey Vaughn III

Joel Levin

Sam Wilson

Jon Hart

Suzanne Caflich

Katrina Fritz

Ted Lamm

Kevin Hamilton

Teresa Bui

Larry Engelbrecht

Vanessa Warheit

Laura Renger

Patty Monahan

WEBVTT

1

00:00:26.890 --> 00:00:27.769

Benjamin Tuggy: Hey, Bartek.

2

00:00:34.480 --> 00:00:39.990

Benjamin Tuggy: let me try this audio. Okay?

3

00:00:41.040 --> 00:00:45.680

Benjamin Tuggy: Sorry. I'll just having a few technical difficulties here. We should be getting the

4

00:00:45.910 --> 00:00:47.760

Benjamin Tuggy: audio going soon.

5

00:00:57.020 --> 00:01:01.130

TELEPHONE\_USER: Testing the hear room. A audio commission my hand. Can you hear us, please?

6

00:01:01.430 --> 00:01:02.460

TELEPHONE\_USER: And you confirm.

7

00:01:02.680 --> 00:01:03.390

Patty Monahan: Yes.

8

00:01:05.570 --> 00:01:06.280

Patty Monahan: thank you.

9

00:01:10.367 --> 00:01:11.950

TELEPHONE\_USER: Charles, I guess.

10

00:01:12.660 --> 00:01:14.589

TELEPHONE\_USER: Like to take it away

11

00:01:16.910 --> 00:01:21.449

TELEPHONE\_USER: right. Can folks hear me on the zoom from this lectern here?

12

00:01:24.400 --> 00:01:25.120

Katrina Fritz: Yes.

13

00:01:28.320 --> 00:01:37.330

TELEPHONE\_USER: I think we can get started. Good morning, everybody. Thank you for joining us today. This is the public meeting of the Advisory Committee for the clean transportation program investment plan.

14

00:01:37.550 --> 00:01:46.390

TELEPHONE\_USER: We are very excited and grateful to have you here. My name is Charles Smith, and I'm a branch manager within the California Energy Commission's Fuels and Transportation Division

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00:01:46.640 --> 00:01:52.699

TELEPHONE\_USER: joining us today is our lead Commissioner on Transportation, Patty Monahan and members of her staff.

16

00:01:52.770 --> 00:02:03.910

TELEPHONE\_USER: I'm also joined by Co. Presenters from the Fields and Transportation Division, Marissa Williams and Benjamin Tuggy, as well as other CEC. Staff, who have contributed to today's materials.

17

00:02:04.680 --> 00:02:05.990

TELEPHONE\_USER: Next slide, please.

18

00:02:08.970 --> 00:02:17.570

TELEPHONE\_USER: Just a couple of housekeeping items before we begin this meeting is being recorded. Virtual participation is possible through zoom or via telephone

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00:02:17.850 --> 00:02:25.410

TELEPHONE\_USER: meeting event webpage is listed here, and it includes a copy of this slide deck, as well as a link to the investment plan that will be discussed

20

00:02:26.560 --> 00:02:31.269

TELEPHONE\_USER: also listed. Here is a link to where you can file a public comment on the investment plan.

21

00:02:31.380 --> 00:02:35.939

TELEPHONE\_USER: Ask for those comments by February, June 21st at 5 Pm.

22

00:02:36.020 --> 00:02:41.949

TELEPHONE\_USER: Believe we will also try to drop links to those things into the chat, so you can click directly to them

23

00:02:42.900 --> 00:02:44.259

TELEPHONE\_USER: next slide. Please

24

00:02:46.120 --> 00:02:52.419

TELEPHONE\_USER: also wanted to call attention to some changes last year to the Bagley Keene Act under Sb. 544.

25

00:02:52.510 --> 00:02:57.109

TELEPHONE\_USER: Very grateful for the opportunity to have this be a hybrid public meeting.

26

00:02:57.170 --> 00:03:02.160

TELEPHONE\_USER: but with that opportunity comes a couple of requirements that we need to raise based on the new law

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00:03:02.700 --> 00:03:12.480

TELEPHONE\_USER: for our advisory committee members who are participating remotely. We ask 2 things of you. First, st when you introduce yourself, please let us know if there are any other adults in the room with you.

28

00:03:12.580 --> 00:03:15.110

TELEPHONE\_USER: and second, please keep your camera on.

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00:03:15.250 --> 00:03:22.239

TELEPHONE\_USER: You're having Internet connectivity or other technical challenges. To prevent this, please let us know. The reason for going off camera.

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00:03:22.720 --> 00:03:28.699

TELEPHONE\_USER: Latest that we've heard is that you can leave your camera off outside of the discussion periods

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00:03:28.710 --> 00:03:31.609

TELEPHONE\_USER: when we'll be using different zoom settings.

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00:03:33.480 --> 00:03:34.670

TELEPHONE\_USER: Slide, please.

33

00:03:36.420 --> 00:03:46.119

TELEPHONE\_USER: Here's a quick rundown of today's agenda. We'll next be moving into opening remarks by Commissioner Monahan, followed by advisory committee members, introductions and roll call

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00:03:46.470 --> 00:04:00.890

TELEPHONE\_USER: around 1030. A. M. Will provide an overview of the clean transportation program's background as well as context on how the CEC is advancing. The cause of 0 emission vehicle or Zev infrastructure on multiple fronts

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00:04:01.210 --> 00:04:05.650

TELEPHONE\_USER: have a couple of question breaks during that time for our advisory committee members.

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00:04:06.290 --> 00:04:12.039

TELEPHONE\_USER: We'll insert a break for lunch potentially around 1130 Am. Depending on timing.

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00:04:12.700 --> 00:04:23.909

TELEPHONE\_USER: Next, we will have a presentation on the draft version of the 2024, 2025 investment plan update for the clean transportation program, followed by advisory committee discussion on the plan.

38

00:04:24.760 --> 00:04:29.099

TELEPHONE\_USER: Finally, we'll have a public comment period around 2 40 pm.

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00:04:29.160 --> 00:04:31.529

TELEPHONE\_USER: And then conclude with closing remarks

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00:04:32.230 --> 00:04:37.849

TELEPHONE\_USER: at this point. I'd like to invite Commissioner Monahan to provide opening remarks next slide. Please.

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00:04:40.650 --> 00:04:42.217

Patty Monahan: Alright. Thanks, Charles.

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00:04:42.930 --> 00:05:11.209

Patty Monahan: well, I'm just. It warms my heart to see all these new new new faces and old friends on the zoom screen as part of this advisory committee, and I just wanna start by thanking all of you for being willing to serve the State of California to really help us at the Energy Commission. Think through, how do we spend our money wisely to accelerate 0 emission transportation and to do it in a way that's very attentive to equity.

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00:05:11.947 --> 00:05:13.830

Patty Monahan: And that is

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00:05:14.204 --> 00:05:21.350

Patty Monahan: you know, I've I've always say we we never reach a purely equitable future, but we have to strive continuously for improvement.

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00:05:21.480 --> 00:05:28.540

Patty Monahan: and one of the things that we have been one of the changes we made well over the last couple of years is to have an advisory committee that

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00:05:28.790 --> 00:05:31.649

Patty Monahan: that had a 3 year term.

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00:05:31.830 --> 00:05:58.550

Patty Monahan: And I wanna tell a little story about about why we instituted. This is, I had worked, I don't know. Many years ago, 1516 years ago, at a nonprofit organization called The Union of Concerned Scientists, and I was a member of the committee. It used to be called the 81, 18 Committee, which is the name of the authorizing the original authorizing legislation, and when I got onto the committee. I mean, when I started when I got into the Energy Commission and I

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00:05:58.854 --> 00:06:12.879

Patty Monahan: started overseeing the committee, I realized, Wow, there's a lot of members that were from the original like when I was on it a long time ago. And I really think this idea of refreshing the committee gives us an opportunity again to be more attentive

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00:06:12.920 --> 00:06:15.560

Patty Monahan: to equity and to the evolving needs of the State.

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00:06:15.590 --> 00:06:21.480

Patty Monahan: They're not static. And you know, so we're always constantly trying to do more, to do better and to get

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00:06:21.500 --> 00:06:23.839

Patty Monahan: different voices advising us.

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00:06:24.150 --> 00:06:35.290

Patty Monahan: And this is, I would say, the most. I don't know. Diverse is the right word to use. But we we are this representing a wide spectrum of interest more than I think we've ever had in the past.

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00:06:35.480 --> 00:06:41.720

Patty Monahan: So for the 1st time we have 2 members of the Faith community, Reverend Vaughn and Reverend Dr. Dorsey.

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00:06:41.830 --> 00:07:07.900

Patty Monahan: We also have representation from a community based organization. Specifically, Luis Olmedo from Comite Civico that has direct experience getting chargers in the ground in a rural community that faces a lot of obstacles. So I think there's a lot of learning. We wanna, we wanna welcome from that experience. We have clean fuel business interest as well as consumer organizations representing both hydrogen and EV charging

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00:07:08.010 --> 00:07:18.420

Patty Monahan: environmental interest, academic and science based interests, multiple labor organizations, including IBEW, it's really like helping to deploy these chargers.

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00:07:18.440 --> 00:07:19.900

Patty Monahan: California ports.

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00:07:20.380 --> 00:07:25.109

Patty Monahan: an organization representing and advancing. Black owned businesses in the Central Valley.

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00:07:25.190 --> 00:07:39.580

Patty Monahan: We have transit public health interests, recreational boaters, and many State agencies, so I hope I didn't miss anybody. But that's that's a wide spectrum of interest, and we welcome all of all of you. We want to hear from

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00:07:39.610 --> 00:07:45.760

Patty Monahan: different stakeholders. We don't want you all to agree. We want to, you know, for a robust discussion, and for.

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00:07:45.780 --> 00:07:49.800

Patty Monahan: you know, giving us lots of food for thought about how to structure our investments.

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00:07:50.060 --> 00:08:12.259

Patty Monahan: And you know our purpose just to be crystal clear at the Energy Commission, and through this clean transportation program is to help the State meet its needs for a 0 emission transportation system focusing on the deployment of infrastructure side. So we do analysis around what the infrastructure needs are. And we also fund the deployment of hydrogen stations and chargers.

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00:08:13.120 --> 00:08:33.792

Patty Monahan: As we do this, as I said, we need to ensure that Californians, who are too often left behind in in the transition to clean energy and left behind in terms of facing disproportionate burdens of air pollution. We need to make sure those communities benefit. And, as I said, that's

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00:08:34.390 --> 00:08:38.980

Patty Monahan: That's an area where we just are constantly trying to do better and do more.

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00:08:39.390 --> 00:08:54.679

Patty Monahan: So I wanna just take a second to thank the staff in the Fuels and Transportation Division, who support the Advisory Committee, and this meeting, I think you've probably met a a number of them. But Benjamin Tuggy, Mabel Lopez, Marissa Williams, and Charles Smith.

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00:08:55.215 --> 00:09:06.899

Patty Monahan: My chief of staff, Sarah Lim, has also been very involved in this. Takes a lot of work to pull together a committee, and they've been working tirelessly on this. So just a big thanks to them.

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00:09:07.830 --> 00:09:17.260

Patty Monahan: So now we're gonna move just quickly to I guess roll call, which is an opportunity for everybody to introduce themselves to this group.

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00:09:17.500 --> 00:09:20.040

Patty Monahan: And so

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00:09:20.120 --> 00:09:32.279

Patty Monahan: we'll be displaying names on the screen. I'll call. I'll call. I think it's me the calls, your your name, and then, under 2 min, 2 min each, tell us what organization or interest you represent.

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00:09:32.460 --> 00:09:39.479

Patty Monahan: what you'd like to accomplish on the advisory committee and your favorite song or musician in high school.

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00:09:39.770 --> 00:09:51.649

Patty Monahan: So I'm gonna start just to give you guys a second to think, for those who didn't show up early and get a little preview of this. So I'm Patty Monahan. I represent the California Energy Commission.

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00:09:52.180 --> 00:09:57.910

Patty Monahan: What I am hoping to accomplish is to get input from

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00:09:58.140 --> 00:10:13.160

Patty Monahan: you and from the public on how we should tailor our investments to help the State meet its goals for 0 emission transportation, while being attentive to equity, to jobs, to kind of the the broader needs to advance

73

00:10:13.896 --> 00:10:16.760

Patty Monahan: Californians in this transition.

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00:10:17.200 --> 00:10:23.879

Patty Monahan: and my favorite song are musical artists in high school, so I think I was kind of a moody kid in high school, and

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00:10:24.276 --> 00:10:29.980



Patty Monahan: I was really into Jackson Brown and all of his very depressing music. This is before

76

00:10:30.010 --> 00:10:34.919

Patty Monahan: he was known for other bad things, but at that time I loved Jackson Browne. So

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00:10:34.990 --> 00:10:38.690

Patty Monahan: there you go. It says something about my moodiness as a teenager.

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00:10:42.112 --> 00:10:45.640

Patty Monahan: So I think we were gonna show the screen next.

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00:10:46.020 --> 00:10:47.290

Patty Monahan: Yeah, here we go

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00:10:47.350 --> 00:10:50.959

Patty Monahan: alright. So, Andrew, you're up next Andrew Martinez.

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00:10:51.750 --> 00:11:15.210

Andrew Martinez (CARB) (He/Him): Hello, everybody Andrew Martinez, ZEV Infrastructure specialists with the California Air Resources Board. Really! Ho! Here! Hoping to continue our good collaboration with the Energy Commission on getting 0 emission vehicles out there and getting the infrastructure needed to get those vehicles on the road. So yeah, I'm very happy to to be here and to be participating with you all today.

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00:11:15.774 --> 00:11:19.410

Andrew Martinez (CARB) (He/Him): And I'll say, listen to probably a lot of

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00:11:19.540 --> 00:11:21.902

Andrew Martinez (CARB) (He/Him): cher and Celine Dion in high school.

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00:11:22.977 --> 00:11:23.870

Andrew Martinez (CARB) (He/Him): So thank you.

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00:11:24.480 --> 00:11:28.880

Patty Monahan: Love that alright. Next we have Beverly Greene.

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00:11:28.880 --> 00:11:37.960

Beverly Greene, AC Transit: Hello! My name is Beverly Greene. I'm the executive director of External Affairs, marketing and communications for AC Transit, which is based in Oakland, California.

87

00:11:38.000 --> 00:11:40.450

Beverly Greene, AC Transit: and was the is the

88

00:11:41.034 --> 00:11:45.630

Beverly Greene, AC Transit: outstanding public transportation system, as named by Apta.

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00:11:45.660 --> 00:11:53.432

Beverly Greene, AC Transit: So my one of my favorite songs was September  
by earth, wind and fire, which was,  
90  
00:11:54.160 --> 00:11:57.000  
Beverly Greene, AC Transit: is a most energetic  
91  
00:11:57.340 --> 00:12:14.059  
Beverly Greene, AC Transit: band, and the things that I I'd like to see  
accomplish start to make sure that there is support for heavy duty,  
especially public transit. As we move into 0 emission to get support in  
terms of making sure that there is  
92  
00:12:15.836 --> 00:12:22.360  
Beverly Greene, AC Transit: hydrogen, clean hydrogen to make sure that  
there is electricity that is accessible  
93  
00:12:22.420 --> 00:12:29.260  
Beverly Greene, AC Transit: by the transit agencies that need it and need  
to go to 0 admission by 2040. Thank you.  
94  
00:12:30.360 --> 00:12:31.450  
Patty Monahan: Thanks, Beverly.  
95  
00:12:31.570 --> 00:12:33.249  
Patty Monahan: All right, Bill Magavern.  
96  
00:12:33.790 --> 00:12:46.087  
Bill Magavern: Good morning, Bill Magavern, policy director with the  
coalition for clean air. I'm based in Sacramento. Good to be with you on  
Zoom. I hope maybe next time we can be in person with cookies.  
97  
00:12:47.367 --> 00:12:57.759  
Bill Magavern: And my main goal from participating is to make sure that  
all Californians can participate in clean transportation  
98  
00:12:58.110 --> 00:13:02.280  
Bill Magavern: that. We get there as quickly as possible, and we bring  
everybody along.  
99  
00:13:02.720 --> 00:13:13.130  
Bill Magavern: And I listen to a lot of music in high school. I was  
definitely a springsteen fan, and I still am, so I'll say, born to run.  
And I think that's appropriate for this committee.  
100  
00:13:13.790 --> 00:13:14.400  
Bill Magavern: That's that.  
101  
00:13:14.797 --> 00:13:20.760  
Patty Monahan: Nice well, good seeing you, Bill. Alright. Next we have  
Brittany Carpenter.  
102  
00:13:21.480 --> 00:13:44.539  
Brittany Carpenter: Good morning. I represent the Fresno Metro, Black,  
Chamber of Commerce. I was also a moody kid, so my favorite artist was

Tegan and Sara like some Canadian duo and I hope to highlight a lot of the voices of the black community, especially in Southwest Fresno, where there aren't a lot of charging infrastructure around.

103

00:13:47.670 --> 00:13:49.740

Patty Monahan: Alright! Thanks, Brittany. Nice to see you.

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00:13:50.736 --> 00:13:55.504

Patty Monahan: Alright! We have Elise Candelaria.

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00:13:56.100 --> 00:13:56.780

Elise Candelaria: Yeah. Hi.

106

00:13:57.590 --> 00:14:04.230

Elise Candelaria: I'm Elise Candelaria, Economic Development Analyst with the employment training panel. This sounds okay.

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00:14:05.004 --> 00:14:15.390

Elise Candelaria: I, my favorite song was walking on air by an Estonian artist named Curly, when I was in high school.

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00:14:16.020 --> 00:14:18.289

Elise Candelaria: happens to be a moody song, too.

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00:14:18.924 --> 00:14:21.295

Elise Candelaria: So my goals here are

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00:14:21.940 --> 00:14:50.859

Elise Candelaria: to share the knowledge that I have about the department. I'm a part of the employment training panel as well as the labor and workforce development agencies, strategic goals and vision and learn from other state agencies and community organizations here, in order to align and support career pathways, to form better jobs with higher wages and support apprenticeship programs and pathways for the workforce in the clean transportation sector.

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00:14:52.660 --> 00:14:54.340

Patty Monahan: Alright! Great! Thank you.

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00:14:55.381 --> 00:14:58.510

Patty Monahan: Next we have Gia from GO-Biz.

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00:15:01.060 --> 00:15:24.431

Gia Vacin, GO-Biz: Good morning, everybody. Great to be here. I'm Gia Vacin. I'm the deputy director for 0 Emission Vehicle Market Development at Gobiz, and my, my hopes for this are really to like like Andrew, to continue our great collaboration and bring, you know, perspectives that we're hearing as we talk to the other agencies. And as we talk to the private sector, and to help raise

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00:15:24.770 --> 00:15:31.250

Gia Vacin, GO-Biz: and hopefully brainstorm some ways, if we have some challenges, as these investments are going out to help them be the most effective that they can be.

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00:15:31.250 --> 00:15:33.449

Gia Vacin, GO-Biz: And in high school.

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00:15:33.450 --> 00:15:58.829

Gia Vacin, GO-Biz: My, let's see, Tossup, artist Jimi Hendrix, I love this on Little Wing and grateful dead Franklin's Tower or 2 of my favorites, so you might imagine that I thought I was born in the wrong era for a short time. There! I'm I'm I'm certain that I was born in the right era, because here we are helping change the world. Like those in the sixties. And yeah, I'm I'm I'm delighted to be with you all. And looking forward for to the day. Thanks.

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00:15:59.070 --> 00:16:00.950

Patty Monahan: Okay, yeah. That was a surprise for me.

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00:16:01.246 --> 00:16:02.433

Gia Vacin, GO-Biz: You didn't hear me.

119

00:16:03.111 --> 00:16:05.780

Patty Monahan: Alright. Next we have Gillian from Caltrans.

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00:16:06.170 --> 00:16:23.096

Gillian Gillett: Hi, thanks for this opportunity. I'm Gillian Gillett. From Cal. Trans. I run the California Integrated mobility program which seeks to remove barriers between different kinds of transportation modes and within them, starting with transit, trip planning and payments.

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00:16:23.925 --> 00:16:29.059

Gillian Gillett: So my hope for this effort is to that we use the payment

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00:16:29.090 --> 00:16:39.359

Gillian Gillett: for transportation as the catalyst, the needed catalyst to help the 30% of Americans who are under an unbanked get banked.

123

00:16:39.797 --> 00:16:51.200

Gillian Gillett: Because we're moving to a digital world and my favorite artists from high school were probably a tie between. I don't know sly in the family stone, and David Bowie.

124

00:16:51.660 --> 00:16:52.560

Gillian Gillett: Thank you.

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00:16:56.040 --> 00:16:59.730

Patty Monahan: Dylan. We're really looking for to forward to your expertise on that payment side.

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00:17:01.000 --> 00:17:04.949

Patty Monahan: alright, Gregory, from California Hydrogen Owners Association.

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00:17:06.920 --> 00:17:12.689

Greg Cane: Yes. Good morning. Excuse me, Greg Cane. I'm president of the California Hydrogen Car Owners Association

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00:17:13.200 --> 00:17:21.689

Greg Cane: so initially. We'll have lots to learn, and I certainly appreciate the opportunity to represent hydrogen car drivers on this committee.

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00:17:22.285 --> 00:17:29.379

Greg Cane: I was thinking about high school, and frankly, I I think I'm too old to remember who I was listening to back then. So

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00:17:29.720 --> 00:17:30.430

Greg Cane: thanks.

131

00:17:32.148 --> 00:17:35.899

Patty Monahan: Alright! How about Joel Levin? From Plugin? America?

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00:17:36.650 --> 00:18:05.690

Joel Levin: Hi! I'm I'm Joel Levin. I'm the Executive director of Plugin America. We're the National Association of Electric Vehicle Drivers, and I think I've got 2 goals for this committee. One is to focus really on the driver experience of using the public charging network and to make it as easy and convenient as possible. So if you look at the experience of buying gasoline, not that I'm a big fan of buying gasoline, but it's a very

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00:18:05.690 --> 00:18:12.520

Joel Levin: easy, consumer, friendly experience, and to try to approach that, or even get better than that when people are using the public charging network

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00:18:12.956 --> 00:18:33.690

Joel Levin: and then second thinking about people who live in apartments or multi family dwellings, that their experience of charging at home can be at least as reliable, convenient and inexpensive as the experience of people live in single family homes, so that that to really improve the the experience for multifamily dwellers.

135

00:18:34.529 --> 00:18:51.519

Joel Levin: So I'm a little sheepish and embarrassed to say. My my favorite band in High school was Jay Giles Band, and one of the great highlights in my High school experience was, I got to go see them in concert with an obscure opening band called U. 2.

136

00:18:54.230 --> 00:18:55.090

Joel Levin: Don't tell anyone.

137

00:18:57.110 --> 00:18:59.750

Patty Monahan: All right, Jon Hart. You're up next.

138

00:19:00.870 --> 00:19:10.100

Jon Hart: Yes, thank you. I'm Jon Hart. I'm with power flex. We are in Evsc. Provider. We behind the meter solar storage and EV charging

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00:19:10.778 --> 00:19:19.210

Jon Hart: what I hope to bring to this committee is perspective of EV charging providers like our company

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00:19:19.675 --> 00:19:37.060

Jon Hart: those that are, you know. Selling, installing, operating, owning electric vehicle chargers. And what are opportunities and challenges that we have. And specifically with our technology, we provide what's called automated load management where we can

141

00:19:37.452 --> 00:19:47.739

Jon Hart: dynamically operate the chargers in a way to reduce infrastructure, build out on both the customer and utility side of the meter, so bringing that perspective in as well.

142

00:19:50.380 --> 00:19:52.036

Jon Hart: as far as bands

143

00:19:53.335 --> 00:19:58.340

Jon Hart: toss up between pink Floyd and the Beatles those were always playing

144

00:19:59.890 --> 00:20:04.505

Jon Hart: in the background during high school, and still today hasn't changed

145

00:20:05.650 --> 00:20:08.378

Jon Hart: yup happy to be here. Thank you.

146

00:20:09.520 --> 00:20:10.645

Patty Monahan: Alright! Welcome, Jon

147

00:20:11.160 --> 00:20:13.669

Patty Monahan: Katrina Fritz, you're up next.

148

00:20:14.160 --> 00:20:24.283

Katrina Fritz: Hi! Good morning, everyone. I'm Katrina Fritz, the President and CEO of the California Hydrogen Business Council. We're the largest hydrogen trade association in the country with over 130 members

149

00:20:24.640 --> 00:20:31.039

Katrina Fritz: that includes industry supply chains, government organizations as well as community organizations.

150

00:20:32.025 --> 00:20:48.369

Katrina Fritz: I'm really hoping to accomplish learning a lot of different perspectives and learning from the CEC. Staff on how we can support hydrogen infrastructure to meet our existing demand, our growing demand in the future hydrogen hub requirements for light duty, medium duty, and heavy duty

151

00:20:48.796 --> 00:20:58.949

Katrina Fritz: vehicles, and also to map to the technical direction of the industry, the fueling providers, the end users and then transit and community development programs as well.

152

00:21:00.380 --> 00:21:07.553

Katrina Fritz: And my favorite artist in high school was Prince, and I don't have a favorite song. I have to say all songs.

153

00:21:08.449 --> 00:21:14.159

Patty Monahan: That's great. Alright! Can we see the next? There we go.

154

00:21:14.290 --> 00:21:16.020

Patty Monahan: Kevin Hamilton.

155

00:21:18.590 --> 00:21:25.840

Kevin Hamilton (CCAC): Well, I'm a child of the seventies from Ohio, so I think you probably know the way that I would be leaning.

156

00:21:26.380 --> 00:21:27.670

Kevin Hamilton (CCAC): Joe Walsh.

157

00:21:27.830 --> 00:21:36.480

Kevin Hamilton (CCAC): probably one of my favorite overall, not just because my ex-wife cousin was Joey Vitali's drummer.

158

00:21:36.660 --> 00:21:40.930

Kevin Hamilton (CCAC): So I got to see him in person a number of times, which was pretty cool.

159

00:21:41.060 --> 00:21:43.100

Kevin Hamilton (CCAC): And then David Bowie

160

00:21:43.810 --> 00:21:49.790

Kevin Hamilton (CCAC): Speaking of everything. God! What a talent! I actually cried when he died

161

00:21:49.910 --> 00:21:53.300

Kevin Hamilton (CCAC): because of what it took away from the world. It was just like

162

00:21:53.510 --> 00:21:54.760

Kevin Hamilton (CCAC): too much for me.

163

00:21:55.436 --> 00:21:57.930

Kevin Hamilton (CCAC): What do I hope for this committee?

164

00:22:00.760 --> 00:22:04.180

Kevin Hamilton (CCAC): I think we still don't see the

165

00:22:04.930 --> 00:22:05.840

Kevin Hamilton (CCAC):

166

00:22:05.980 --> 00:22:08.710

Kevin Hamilton (CCAC): ability of communities

167

00:22:09.230 --> 00:22:13.020

Kevin Hamilton (CCAC): who want to implement this infrastructure.

168  
00:22:17.700 --> 00:22:18.839  
Kevin Hamilton (CCAC): To do that!

169  
00:22:19.020 --> 00:22:24.089  
Kevin Hamilton (CCAC): We don't see that they have the ability to do that. Using the existing process.

170  
00:22:24.370 --> 00:22:31.439  
Kevin Hamilton (CCAC): I spent some time with Luis, who I've known. Of course, many people know that I've known and worked with Luis for many years.

171  
00:22:31.660 --> 00:22:33.969  
Kevin Hamilton (CCAC): He's 1 of my heroes in the movement.

172  
00:22:34.715 --> 00:22:44.470  
Kevin Hamilton (CCAC): You know, if a guy like him is frustrated and tortured throughout the whole thing, and he's working with his local cities, and they are as well. We really need to re-look at

173  
00:22:44.570 --> 00:22:47.669  
Kevin Hamilton (CCAC): that whole process from end to end.

174  
00:22:47.820 --> 00:22:50.800  
Kevin Hamilton (CCAC): and simplify it as much as possible.

175  
00:22:51.170 --> 00:22:56.420  
Kevin Hamilton (CCAC): So smaller towns and communities, as we found out in CALeVIP again.

176  
00:22:56.680 --> 00:23:05.499  
Kevin Hamilton (CCAC): Don't have the staff to be able to approach this. They want it, they need it, they deserve it. So how do we build that pathway for them, I think, is something this committee

177  
00:23:05.560 --> 00:23:12.810  
Kevin Hamilton (CCAC): can work on and advise, and we're going to need help, of course, from the folks who actually do the work. So

178  
00:23:13.000 --> 00:23:16.299  
Kevin Hamilton (CCAC): I look forward to working with you on that. Thank you.

179  
00:23:17.370 --> 00:23:18.550  
Patty Monahan: Alright thanks, Kevin.

180  
00:23:19.650 --> 00:23:20.610  
Patty Monahan: Larry.

181  
00:23:21.380 --> 00:23:24.271  
Larry Engelbrecht: Hello, everybody! I'm Larry Engelbrecht.

182  
00:23:25.530 --> 00:23:44.099



Larry Engelbrecht: I'm an employability researcher for putting together information to hopefully change some policies with the California Community College Chancellor's office regarding student-centered funding  
183

00:23:44.680 --> 00:23:57.135

Larry Engelbrecht: also the way that Us. Department of Labor Bureau Labor Statistics reports the earnings of automotive technicians, which are greatly affects the enrollment  
184

00:23:57.977 --> 00:24:04.172

Larry Engelbrecht: what I hope to accomplish is identify sites having the greatest return on investment for  
185

00:24:04.570 --> 00:24:08.300

Larry Engelbrecht: ZV. Workforce development funding.  
186

00:24:09.275 --> 00:24:10.725

Larry Engelbrecht: Let's see.  
187

00:24:11.920 --> 00:24:14.140

Larry Engelbrecht: favorite song. Well, I'm  
188

00:24:14.170 --> 00:24:17.539

Larry Engelbrecht: currently a high school law teacher. And yesterday  
189

00:24:18.036 --> 00:24:20.953

Larry Engelbrecht: this, aligns with my favorite  
190

00:24:21.590 --> 00:24:28.709

Larry Engelbrecht: a song in high school in my junior year. So I'm dating myself. It's Alice Cooper. School's out for summer.  
191

00:24:31.780 --> 00:24:37.160

Patty Monahan: I don't know why this is entertaining to me so much. Thanks, Larry. Alright, Laura.  
192

00:24:38.570 --> 00:24:57.880

Laura Renger: Hi, good morning. I'm Laura Renger from Cali. ETC, we're the electric transportation coalition and I'm hoping to provide a perspective from all aspects of the electric vehicle industry. We work with automakers and EVSC providers and the utilities  
193

00:24:58.695 --> 00:25:17.200

Laura Renger: to really come up with some holistic approaches to solve the issues that Kevin and others have been talking about, and make sure that we really do put our money in places that has the most good for those who have been left behind so that all Californians can access this technology.  
194

00:25:17.640 --> 00:25:28.219

Laura Renger: And in terms of my favorite band in high school, and still today is sublime. So born and raised. Lbc. And still down here.  
195

00:25:28.840 --> 00:25:31.130

Patty Monahan: Alright, I'm gonna check out sublime after this meeting.  
196

00:25:32.685 --> 00:25:33.480

Patty Monahan: Luis  
197

00:25:38.130 --> 00:25:41.667

Luis Olmedo: Yeah. Hello. Good morning, everyone. I'm a new member.  
198

00:25:42.370 --> 00:25:47.350

Luis Olmedo: and I represent Comite Civico Del Valle. We called Elvaya.  
We're a farm worker, founded organization.

199

00:25:48.017 --> 00:25:51.920

Luis Olmedo: Both a community based and environmental justice  
organization

200

00:25:52.429 --> 00:26:00.550

Luis Olmedo: Kevin. Thank you. For the shout out and the respect is  
mutual, and I've always appreciated learning from you and

201

00:26:00.770 --> 00:26:05.840

Luis Olmedo: great work that you do, and both the health front, the  
environmental justice and so many other programs.

202

00:26:06.190 --> 00:26:16.449

Luis Olmedo: My hopes being part of this advisory is to certainly bring  
experience that we've had as a community based environmental justice,  
organization, building infrastructure

203

00:26:16.530 --> 00:26:18.159

Luis Olmedo: or electric vehicles.

204

00:26:18.430 --> 00:26:19.175

Luis Olmedo: and

205

00:26:20.870 --> 00:26:22.370

Luis Olmedo: perhaps brought in

206

00:26:22.550 --> 00:26:26.900

Luis Olmedo: the portfolio and the array of possible

207

00:26:29.470 --> 00:26:30.720

Luis Olmedo: types of

208

00:26:31.970 --> 00:26:34.330

Luis Olmedo: developers. I'm trying to find the right words

209

00:26:34.520 --> 00:26:44.119

Luis Olmedo: that can be part of assuring that we transition into the  
clean transportation. I think that the portfolio is very narrow

210

00:26:44.160 --> 00:26:45.880

Luis Olmedo: Barry business.

211

00:26:45.940 --> 00:26:53.739

Luis Olmedo: but as we've proven, it can also include non profits and perhaps other types of community type of investments.

212

00:26:54.370 --> 00:26:55.085

Luis Olmedo: and

213

00:26:56.960 --> 00:26:58.859

Luis Olmedo: my favorite

214

00:26:59.200 --> 00:27:02.270

Luis Olmedo: band, I mean, I'm an 80 s. Nineties. New Wave.

215

00:27:02.590 --> 00:27:10.939

Luis Olmedo: There was Morrissey. I'd like him because he's a a rebel of the establishment in the music industry, and the song is

216

00:27:11.400 --> 00:27:24.300

Luis Olmedo: Every day is like Sunday. It's a kind of a gloomy song, but it always reminded me of the the what we're trying to avert here is just a the climate arm again, and and I think that

217

00:27:24.410 --> 00:27:26.970

Luis Olmedo: that we can. We can accomplish that. Thank you.

218

00:27:30.390 --> 00:27:35.029

Patty Monahan: Thanks, Luis. I'm writing down all these. I'm gonna check out every day is like Sunday. I haven't heard that song.

219

00:27:36.190 --> 00:27:37.650

Patty Monahan: Okay, Mariela.

220

00:27:38.640 --> 00:27:43.131

Mariela Ruacho: Hi, everyone, Mariela Ruacho with the American Lung Association,

221

00:27:44.440 --> 00:27:53.603

Mariela Ruacho: And let's see my favorite song in high well, musician I would say, probably Lincoln Park. Somewhat moody, too.

222

00:27:54.150 --> 00:27:57.410

Mariela Ruacho: And then why, basically

223

00:27:57.510 --> 00:28:09.394

Mariela Ruacho: accomplishments for this committee basically ensure funds for zoom infrastructure are maximized to help us meet clean air and climate goals

224

00:28:10.395 --> 00:28:21.714

Mariela Ruacho: for, especially when it comes to improving public health. And then especially for frontline communities, as our recent state of the air report says,

225

00:28:22.370 --> 00:28:39.829

Mariela Ruacho: California, 98% of Californians live in a community impacted by unhealthy air. So making sure that we're improving air quality for our Californians. Through these funds and ensuring that we are implementing 0 emission infrastructure.

226

00:28:40.550 --> 00:28:41.490

Mariela Ruacho: Thank you.

227

00:28:41.490 --> 00:28:42.730

Patty Monahan: Great. Thank you.

228

00:28:43.450 --> 00:28:49.900

Patty Monahan: And I think, Marissa from Greenlining. She popped on early, but said she had to retreat, so I'm assuming she is not on.

229

00:28:50.180 --> 00:28:51.259

Patty Monahan: Is that right?

230

00:28:53.110 --> 00:28:54.369

Benjamin Tuggy: Yeah, that's great, you know.

231

00:28:55.316 --> 00:28:58.199

Patty Monahan: Alright. So, Micah, you're next.

232

00:28:58.550 --> 00:29:18.738

Micah Mitrosky: Hi, everyone! Good morning, Micah Mitrosky. I'm an international rep with IBEW's 9th district. I cover renewable energy and clean transportation. As far as some of the goals for participating in this committee, hoping to learn from others perspectives, and see where we align and have shared values.

233

00:29:19.550 --> 00:29:22.810

Micah Mitrosky: And my favorite band in high school was led Zeppelin.

234

00:29:23.640 --> 00:29:25.390

Patty Monahan: Alright classic

235

00:29:26.946 --> 00:29:29.080

Patty Monahan: Michael Pimentel.

236

00:29:31.890 --> 00:29:32.580

Patty Monahan: So.

237

00:29:32.580 --> 00:29:40.439

Michael Pimentel: Good to be with you again. Michael Pimentel, Executive Director of the California Transit Association. We represent 85 transit and rail agencies

238

00:29:40.500 --> 00:29:45.569

Michael Pimentel: across the State of California and more than 220 member organizations nationwide.

239

00:29:46.015 --> 00:30:00.980

Michael Pimentel: So with regards to interest for this advisory committee, I think my continued focus will be on ensuring the public sector receives its fair share of investments from the state and support of the transition to 0 emission technologies.

240

00:30:01.409 --> 00:30:21.910

Michael Pimentel: And importantly, across all modes wanna note within the public transit sector. We have compliance obligations under the innovative, clean transit rule in use, locomotive rule and commercial harbor craft regulation impacting bus rail and ferries. And so it's gonna be important that we continue to invest in infrastructure to support those transitions

241

00:30:21.980 --> 00:30:30.910

Michael Pimentel: on the on the High School music front. There's some kindred spirits in the room and online Louise had acknowledged Morrissey.

242

00:30:31.030 --> 00:30:34.889

Michael Pimentel: huge fan of the smith the band that he helmed

243

00:30:35.166 --> 00:30:41.039

Michael Pimentel: and then also David Bowie so, looking forward to get to getting to know many of you over the coming months.

244

00:30:43.430 --> 00:30:47.650

Patty Monahan: Great next we have Morgan from the port of Long Beach.

245

00:30:48.340 --> 00:31:10.369

Morgan Caswell: Good morning. I'm Morgan Caswell. I'm the manager of air quality practices for the port of Long Beach. We are the harbor department for the city of Long Beach, and I'm here to uplift the perspective of California seaports, which are seeking to decarbonize ships, locomotives, trucks, cargo handling equipment and harbor craft.

246

00:31:11.021 --> 00:31:19.460

Morgan Caswell: And in high school I loved Rob Thomas as a solo artist and as part of the matchbox. 20 band.

247

00:31:20.037 --> 00:31:33.600

Morgan Caswell: Mostly because my mom loved Rob Thomas and Mashbox 20, and we have been to an embarrassing number of concerts together. But we still enjoy it. Going to those concerts to this day.

248

00:31:34.060 --> 00:31:36.039

Patty Monahan: Okay, that's adorable. Morgan.

249

00:31:37.255 --> 00:31:38.280

Patty Monahan: Morris.

250

00:31:42.240 --> 00:31:53.959

Morris Lum: I'm Morris Lum. I'm born and raised here in Sacramento. I'm 1 of the directors of Rboc, recreational boaters of California. We watch over the laws affecting recreational boating in the waterways of California.

251

00:31:54.160 --> 00:31:59.959

Morris Lum: I am hoping to understand more of the ever changing, clean energy industry of California.

252

00:32:00.280 --> 00:32:05.610

Morris Lum: Boating enthusiasts are excited about the future of electric propulsion in the waterways.

253

00:32:05.650 --> 00:32:07.230

Morris Lum: Fuel prices are

254

00:32:07.730 --> 00:32:11.150

Morris Lum: higher than gas station prices when you're on the water.

255

00:32:11.610 --> 00:32:21.290

Morris Lum: I've also stumbled across a new electric work boat being charged at West Point Harbor in Redwood City during a boat show there recently.

256

00:32:21.320 --> 00:32:37.920

Morris Lum: and they had been given a grant, I believe, from California Energy Commission. So I have more to learn, because I would have loved to be able to speak of that person in a more informed level. So I'm excited to be here, and music tower power. Santana

257

00:32:37.940 --> 00:32:40.800

Morris Lum: and I played French horn in a drum and bugle corps.

258

00:32:41.010 --> 00:32:41.930

Morris Lum: That's it.

259

00:32:43.410 --> 00:32:44.830

Patty Monahan: Alright, that's great!

260

00:32:45.950 --> 00:32:46.940

Patty Monahan: Nicholas.

261

00:32:47.660 --> 00:33:16.752

Nick Blair, ACWA: Yeah, definitely. Please call me Nick. Nicholas. Makes me a thing. I'm being scolded by my parents. So so any in any case.

Thanks for the opportunity. Happy to participate in the in this Advisory Committee. I'm a State Relations Advocate with the Association of California water agencies. We represent over 470 public water agencies across the State of California. And my interest in this committee is,

262

00:33:17.524 --> 00:33:36.600

Nick Blair, ACWA: I think one speaker already noted that, my agencies have some regulatory obligations. This point they were subject to the advanced clean fleet rule passed by their resources board, and my members are very much wanting to play their part in complying with this rule, as the State electrifies

263

00:33:37.232 --> 00:34:06.649

Nick Blair, ACWA: the water energy nexus is strong, and as you can imagine, though it's a big lift, and there are concerns that there's not enough funding to go around. And at the end of the day as we electrify. We also need to keep clean water pumping for drinking purposes, and then also, for when you flush your toilet you're able to do so and know that it's gonna go where it needs to go. So I'm very interested to participate in conversations related to specifically to the medium and heavy duty

264  
00:34:07.860 --> 00:34:12.680

Nick Blair, ACWA: portion of the investment plan. And you know, I I think.

265

00:34:13.350 --> 00:34:20.440

Nick Blair, ACWA: can definitely appreciate where everyone's coming from that's spoken so far, and that will as well my member agencies across the State

266

00:34:20.500 --> 00:34:29.860

Nick Blair, ACWA: represent disadvantaged communities. So we definitely want to be sure that everyone across the State has cleaner to breathe as well as water drink, and to to flush as well.

267

00:34:30.516 --> 00:34:33.099

Nick Blair, ACWA: On the music front I

268

00:34:33.219 --> 00:34:40.139

Nick Blair, ACWA: I've always been more of a person I. I don't really think specifically of one artist or one song. But

269

00:34:40.230 --> 00:34:49.849

Nick Blair, ACWA: I through Google, I decided to look at popular songs from the year I graduated from high school. Lots of good ones, but I'll just go with Viva Levita by Coldplay.

270

00:34:50.131 --> 00:34:59.620

Nick Blair, ACWA: If you wanna figure out what year that was you can. You can go on Google and figure that out. But yeah, lot, lots of good songs from that year, and definitely makes me think fondly of of those times just

271

00:34:59.700 --> 00:35:08.240

Nick Blair, ACWA: rolling around with friends, and I grew up in. I grew up in Los Angeles. But I I live in Sacramento now. I've been here up about about 10 years. So just in time for the heat.

272

00:35:09.130 --> 00:35:13.870

Patty Monahan: Alright. Well, welcome, Nick, glad you glad you're here to represent that perspective which we've never had

273

00:35:14.090 --> 00:35:18.969

Patty Monahan: kind of a fleet, but also representing water agencies. It's not. It's a great intersection.

274

00:35:18.970 --> 00:35:19.740

Nick Blair, ACWA: Definitely. Thank you.

275

00:35:20.321 --> 00:35:23.230

Patty Monahan: Alright, Reverend, and Dr. Dorsey.

276

00:35:24.973 --> 00:35:29.970

Rev. Dr. Charles Dorsey: Good morning. Thank you, guys for having me on.

Charles Dorsey, I get to

277

00:35:30.160 --> 00:35:36.729

Rev. Dr. Charles Dorsey: say that I am the owner of Dorsey group. It's a diversity firm. I am here by way.

278

00:35:37.440 --> 00:35:39.330

Rev. Dr. Charles Dorsey: Being an ambassador

279

00:35:39.703 --> 00:35:46.070

Rev. Dr. Charles Dorsey: with the electric transportation coalition. I've got to say a bit at this table for a long time.

280

00:35:46.250 --> 00:35:47.760

Rev. Dr. Charles Dorsey: certainly

281

00:35:48.450 --> 00:35:52.390

Rev. Dr. Charles Dorsey: excited to be in this room. We're based in Southern California.

282

00:35:52.430 --> 00:35:54.669

Rev. Dr. Charles Dorsey: I have a ton of

283

00:35:54.770 --> 00:35:57.569

Rev. Dr. Charles Dorsey: experience connecting with and

284

00:35:58.220 --> 00:36:02.839

Rev. Dr. Charles Dorsey: outreaching to faith-based and community based organizations.

285

00:36:02.990 --> 00:36:15.230

Rev. Dr. Charles Dorsey: So I wanted to be sure to say that. And I have an extensive history with the Aftermath church and and one of my colleagues are online. I've got an opportunity to work with a lot of people here. So Hi, again.

286

00:36:15.420 --> 00:36:17.350

Rev. Dr. Charles Dorsey: I have high hopes.

287

00:36:17.360 --> 00:36:21.200

Rev. Dr. Charles Dorsey: as it relates to what I want to get from this

288

00:36:21.450 --> 00:36:26.119

Rev. Dr. Charles Dorsey: experience. That's my hope to continue to do. But I have been doing for a really long time.

289

00:36:26.130 --> 00:36:30.479



Rev. Dr. Charles Dorsey: just to try to add to the conversation  
290  
00:36:30.750 --> 00:36:35.350  
Rev. Dr. Charles Dorsey: of the importance of using these opportunities  
to get direct resources  
291  
00:36:35.490 --> 00:36:40.860  
Rev. Dr. Charles Dorsey: to those communities who are often left out  
talking about jobs and talking about direct money.  
292  
00:36:40.980 --> 00:36:46.839  
Rev. Dr. Charles Dorsey: A lot of people can't. Finance cars can't access  
transportation equitably  
293  
00:36:46.870 --> 00:36:48.990  
Rev. Dr. Charles Dorsey: that is secondary to their need  
294  
00:36:49.110 --> 00:37:12.130  
Rev. Dr. Charles Dorsey: to just simply benefit from the excess resources  
that can also be used to solve concurrent problems that they are also  
focusing on. And so you'll find me saying that a lot as it relates to  
faith based and community based organizations and increasing their  
literacy to how they can participate in these opportunities as well.  
295  
00:37:12.290 --> 00:37:32.790  
Rev. Dr. Charles Dorsey: I was raised in conference. So we talk about  
music, and I'm an eighties baby so my depending on which year I was in  
high school, you probably get me saying I love Michael Jackson all the  
way to 2 pot to maybe some Kevin Campbell. But in the latter part of my  
high school career I  
296  
00:37:33.107 --> 00:37:47.729  
Rev. Dr. Charles Dorsey: love me some gospel music. And so one of my  
favorite artists is Fred Hammond. You type his name anywhere. You will  
find good blend of all of the genres, but certainly impactful music. So  
just happy to be here. Good to see you guys.  
297  
00:37:49.560 --> 00:38:00.776  
Patty Monahan: Oh, welcome, Charles, Reverend doctor! So many great  
additions to this advisory committee. And did you say Hamon, HAME. N. I'm  
writing down all the ones.  
298  
00:38:01.150 --> 00:38:03.560  
Rev. Dr. Charles Dorsey: MOND Fred.  
299  
00:38:03.560 --> 00:38:05.843  
Patty Monahan: OND alright! I got it  
300  
00:38:07.440 --> 00:38:10.219  
Patty Monahan: all right, Reverend Vaughn, you're on next.  
301  
00:38:10.720 --> 00:38:13.700  
Rev. Harvey Vaughn III: Alright. Good morning, everyone glad to be a part  
302

00:38:14.160 --> 00:38:16.809  
Rev. Harvey Vaughn III: of this advisory committee, and I'm  
303

00:38:16.930 --> 00:38:21.440  
Rev. Harvey Vaughn III: representing Bethel, African Methodist Episcopal  
Church in San Diego.  
304

00:38:22.302 --> 00:38:27.279  
Rev. Harvey Vaughn III: and my goal, as far as being a part of this  
advisory committee  
305

00:38:28.020 --> 00:38:28.980  
Rev. Harvey Vaughn III: is to  
306

00:38:29.670 --> 00:38:31.410  
Rev. Harvey Vaughn III: ensure that we're getting  
307

00:38:31.870 --> 00:38:35.239  
Rev. Harvey Vaughn III: the the resources and information, too.  
308

00:38:35.816 --> 00:38:40.579  
Rev. Harvey Vaughn III: Some underserved communities. I I think, as we're  
going green in California.  
309

00:38:40.810 --> 00:38:44.189  
Rev. Harvey Vaughn III: it's it's what we absolutely need to be doing.  
310

00:38:44.599 --> 00:38:48.790  
Rev. Harvey Vaughn III: But many of the communities that need the  
charging stations and  
311

00:38:49.020 --> 00:38:52.920  
Rev. Harvey Vaughn III: information about what is even available.  
312

00:38:53.220 --> 00:38:56.789  
Rev. Harvey Vaughn III: It it's just not getting to those communities. So  
313

00:38:57.333 --> 00:39:03.230  
Rev. Harvey Vaughn III: I'm really wanting to be a catalyst to make sure  
that that is happening.  
314

00:39:03.821 --> 00:39:05.978  
Rev. Harvey Vaughn III: And when I think about  
315

00:39:06.530 --> 00:39:12.149  
Rev. Harvey Vaughn III: high school, I had to really think about this  
guys. But I'm gonna date myself because we used to watch  
316

00:39:12.340 --> 00:39:14.220  
Rev. Harvey Vaughn III: Friday night videos.  
317

00:39:14.350 --> 00:39:19.790  
Rev. Harvey Vaughn III: And it was it was before Mtv. Was big. But every  
Friday night

318

00:39:19.900 --> 00:39:26.160

Rev. Harvey Vaughn III: you can see whatever was the latest video. And I and I think Michael Jackson's thriller

319

00:39:26.480 --> 00:39:30.698

Rev. Harvey Vaughn III: was one that we were all waiting for. So that was really

320

00:39:31.300 --> 00:39:34.580

Rev. Harvey Vaughn III: Pretty extraordinary. And so I think Mike

321

00:39:35.500 --> 00:39:38.750

Rev. Harvey Vaughn III: Michael Jackson probably was one of my favorite

322

00:39:38.900 --> 00:39:41.199

Rev. Harvey Vaughn III: artist throughout high school.

323

00:39:41.580 --> 00:39:47.740

Rev. Harvey Vaughn III: If you look at the thriller album, it's still probably even today the largest selling.

324

00:39:47.880 --> 00:39:49.929

Rev. Harvey Vaughn III: He also had that.

325

00:39:50.430 --> 00:39:52.409

Rev. Harvey Vaughn III: What was it the Billy Gene

326

00:39:52.510 --> 00:40:01.659

Rev. Harvey Vaughn III: was on that when he would step on this like each time he took a step. It lit up. Just amazing, absolutely amazing performer.

327

00:40:01.940 --> 00:40:05.529

Rev. Harvey Vaughn III: So I would say, Michael Jackson and and that particular album.

328

00:40:05.740 --> 00:40:07.270

Rev. Harvey Vaughn III: the thriller album.

329

00:40:07.760 --> 00:40:16.519

Rev. Harvey Vaughn III: You notice I'm dating myself because I said album right? But that's that's it. That's enough for me guys looking forward to working with everyone.

330

00:40:16.710 --> 00:40:21.549

Rev. Harvey Vaughn III: And again, certainly hoping that we can get the information

331

00:40:21.910 --> 00:40:25.210

Rev. Harvey Vaughn III: and the resources to get infrastructure

332

00:40:25.340 --> 00:40:27.830

Rev. Harvey Vaughn III: to underserved communities.

333

00:40:29.460 --> 00:40:34.715

Patty Monahan: Well, I'm I wanna welcome you, Pastor Vaughan. And I wanna say one of the things I'm most

334

00:40:35.410 --> 00:40:39.240

Patty Monahan: interested in is some of the work that Pastor Vaughn is doing.

335

00:40:39.260 --> 00:40:56.100

Patty Monahan: building out housing, affordable housing units on church property, and his slogan is yes, in God's backyard. And so that intersection with you know, how do we serve communities that are are struggling in so many ways, and

336

00:40:56.310 --> 00:41:03.750

Patty Monahan: we want to be more creative in how we attend to community needs. So thank you for your work and thank you for joining the committee.

337

00:41:05.237 --> 00:41:06.880

Patty Monahan: Alright, Sam Wilson.

338

00:41:09.060 --> 00:41:22.889

Sam Wilson: Hi! Good morning, everybody. My name is Sam Wilson. I'm a senior vehicles analyst with the Union of Concern scientists. I'm based in the Bay Area, and it's a wonderful to be with you all today. I am a new member here. So thanks for having me.

339

00:41:23.276 --> 00:41:28.987

Sam Wilson: Yeah. So I'd I'd say that my goal here is really just to support and improve

340

00:41:30.423 --> 00:41:36.060

Sam Wilson: the momentum that we currently have, and the shift towards a sustainable 0 emissions, freight paradigm.

341

00:41:36.448 --> 00:41:44.451

Sam Wilson: I'm I'm really looking forward to collaborating with you all and learning from others. And I hope that my participation can

342

00:41:44.800 --> 00:42:08.070

Sam Wilson: can influence a continued focus on creative and strategic science based solutions to this much needed a task of transportation electrification. Yeah. So for the record, I'm still a moody kid. And in high school I had a really healthy obsession with independent music, and was.

343

00:42:08.461 --> 00:42:25.790

Sam Wilson: really involved in the my local Diy punk scene where I grew up in Birmingham, Alabama. So it's probably easier for me to pick my favorite record labels which would be like Saddle Creek records discord records out of DC and merge records, probably. But

344

00:42:26.275 --> 00:42:35.189

Sam Wilson: I have to pick artists, I would say, John Pryne, as always a favorite, and Fugazi and and Neil Young. So

345

00:42:35.310 --> 00:42:36.850

Sam Wilson: thanks again for having me all.

346

00:42:36.850 --> 00:42:45.639

Patty Monahan: Alright that John Prime came out of nowhere. But okay, welcome, Sam. Suzanne from Better World Group.

347

00:42:46.710 --> 00:43:12.899

Suzanne Caflisch: Good morning, everybody. Suzanne Caflisch. I'm a senior associate at the Better World group. We are a consulting firm. We do a lot of work in the climate and environmental policy space. And I specifically work on clean transportation and industrial decarbonization. I'm based here. I'm based out of Los Angeles. I'm also a new member of this committee excited to be here.

348

00:43:13.010 --> 00:43:33.519

Suzanne Caflisch: I would say. I, in terms of why I'm here. I'm really looking forward to learning from everybody else in this space and discussing together on how we can eliminate pollution that has come out of the transportation sector in, particularly in historically overburdened communities.

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00:43:34.315 --> 00:43:46.650

Suzanne Caflisch: Having also worked in the labor movement, I'm really excited to get to work together and discuss creating good and high road jobs in the green economy for our labor partners.

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00:43:48.540 --> 00:43:52.500

Suzanne Caflisch: I wanted to say, I in terms of music.

351

00:43:54.160 --> 00:44:08.880

Suzanne Caflisch: I yeah, I was kind of like leaping back through like. Who did I listen to in high school? One thing that came to mind is that I was a member of my high school's beatles fan club so that was a thing I did at lunch like once every month or so.

352

00:44:09.228 --> 00:44:26.299

Suzanne Caflisch: I also wanted to note just following the instructions that were given, I'm in the cafeteria of a public agency right now, down in Southern California. So there's gonna be potentially, sporadically, people walking behind me. But I have headphones in so hopefully. The sound will disrupt.

353

00:44:26.620 --> 00:44:27.380

Suzanne Caflisch: Thanks.

354

00:44:28.310 --> 00:44:29.780

Patty Monahan: Alright, thanks, Suzanne.

355

00:44:30.406 --> 00:44:31.520

Patty Monahan: Ted Lamm.

356

00:44:32.410 --> 00:44:44.345

Ted Lamm: Hi, everyone I'm a new member as well. So thank you so much for having me. My name is Ted Lamm. I'm the Associate Director of the Center for law energy and the Environment. We are a climate and environmental policy. Think tank based at UC. Berkeley School of law.

357

00:44:44.909 --> 00:45:02.580

Ted Lamm: and at the center I lead our EV equity initiative, which is a multi year effort focused on ensuring that the EV transition here in the State and around the country does not leave any communities behind. With a particular focus on local government strategies and local government information. To make sure that cities and counties are

358

00:45:02.850 --> 00:45:32.759

Ted Lamm: doing their part to plan and invest properly for charging infrastructure and mobility infrastructure in underserved communities. So I'm really looking forward to sharing time on this, this, this advisory committee to learn how the CEC's programs interact with local agencies and how we can connect our work with CEC investments and other investments around the State. For music. I was a a middle and high school kid in New York City in the early to mid 2 thousands, so I will go with the strokes. Thank you.

359

00:45:35.180 --> 00:45:36.620

Patty Monahan: Alright. Welcome, Ted!

360

00:45:37.414 --> 00:45:39.230

Patty Monahan: Teresa, you're on next.

361

00:45:40.220 --> 00:46:03.349

Teresa Bui | Pacific Environment: Thank you. Good morning, everyone. My name is Teresa Bui. I'm the climate policy director for Pacific Environment, so excited to be here to learn from you all. I'm a new member and for those who don't know, pacific environment is a global Ngo that's headquartered. Nsf, we have a consultative status with the International Maritime Organization, which sets global shipping laws.

362

00:46:03.350 --> 00:46:28.340

Teresa Bui | Pacific Environment: So I'm really interested in elevating the impacts that port communities are facing from ship and port pollution. And how do we accelerate this shipping transition? I'm actually at a work retreat right now, and so would have to. Apologies. I have to hop off soon, but I just wanted to say, Hi, and then my favorite song genre in high school is a Dusty's child, and

363

00:46:28.340 --> 00:46:29.069

Teresa Bui | Pacific Environment: and sink.

364

00:46:29.240 --> 00:46:30.040

Teresa Bui | Pacific Environment: Thanks.

365

00:46:31.660 --> 00:46:37.910

Patty Monahan: Great. Well, thanks, welcome, Teresa, and thanks for letting us know you're gonna be hopping off.

366

00:46:38.190 --> 00:46:42.039

Patty Monahan: So last, I think this is last, but not least, Vanessa.

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00:46:42.700 --> 00:47:03.867

Vanessa Warheit, EVCAC: Hi, everyone! I'm Vanessa Warheit. I'm the national lead for the EV Charging for all coalition. We represent over 1,800 at last count diverse organizations and individuals across the State of California, but also now working nationally, our mission is to achieve affordable home based and workplace charging at regulated residential utility rates.

368

00:47:04.260 --> 00:47:17.389

Vanessa Warheit, EVCAC: particularly for residents of multi family and rental housing. And in California we've been primarily focused on updating the Calgreen building codes to ensure 100% EV charging access for residents of multi family housing.

369

00:47:17.771 --> 00:47:39.920

Vanessa Warheit, EVCAC: I'm based in the East Bay area. I'm very much looking forward to learning from all of you here and in terms of what I hope to accomplish. For light duty. I'm really hoping to see a shift in focus to funding equitably priced, convenient and ubiquitous home and workplace, charging especially for residents of multi family and rental housing.

370

00:47:39.920 --> 00:47:55.740

Vanessa Warheit, EVCAC: And I'm also hoping to see California's hydrogen economy shift its focus to medium and heavy duty, and truly 100% green and renewable hydrogen that is safe. Whose production is safe for the communities where that hydrogen is produced.

371

00:47:56.219 --> 00:48:16.310

Vanessa Warheit, EVCAC: In high school. I was also a new waiver. I was a big fan of the Eurythmics and depress mode, and a New Zealand band called split ends, which later became crowded house. But I was also a huge Michael Jackson thriller fan, and I just wanna say, Reverend Dr. Charles I sing with the Oakland Interfaith gospel choir, and we sing a lot of Fred Hammond.

372

00:48:17.459 --> 00:48:42.800

Patty Monahan: That's a lot of that's a lot of connections well, thanks for indulging me in the icebreaker question. Everybody and I just wanna recognize, like the the rules around public meetings can be very challenging to understand. So keep asking questions. But basically just to be clear, anything that's related to the clean transportation program should be a public chat.

373

00:48:42.860 --> 00:48:59.249

Patty Monahan: If you you know inside just things that are kind of more like trying to understand organizational things or things related to

songs. I think that's okay to keep on the inside chat. But anything that is related to investments or recommendations for us has to be public.

374

00:48:59.830 --> 00:49:18.460

Patty Monahan: and I, we're asking a lot of questions about like, Well, who's who's in the room with you? And where are you, and keep your camera on reminders to keep your camera on. These are all based on you know what the law says. And I, wanna recognize, you know in the beginning we used to meet in person.

375

00:49:18.460 --> 00:49:33.799

Patty Monahan: which is, there's some advantages to that, a lot of advantages in terms of being able to see each other, and I think that it just, you know, creates more definitely intimacy when you're in the same room, however, to have a very diverse panel located all over the State.

376

00:49:34.176 --> 00:49:36.939

Patty Monahan: It definitely is a lot easier to, I think.

377

00:49:37.190 --> 00:49:59.640

Patty Monahan: do this on Zoom. So we get the most participation by the most people, and we get to see everybody's face on the zoom screen. But it does require a little more coordination. So just keep asking questions. Our team will keep helping, you know, if you need individual help. Kind of understanding this, we could keep meeting with you separately to help you navigate this complicated world of public meetings.

378

00:50:00.282 --> 00:50:01.488

Jon Hart: Commissioner Monahan! Sorry

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00:50:02.250 --> 00:50:13.199

Jon Hart: was trying to find a good spot. I should have mentioned this earlier when I introduced myself. I I have a hip leg injury, which means I have to get up and walk around every 10 min or so

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00:50:13.705 --> 00:50:20.810

Jon Hart: I will leave my camera on, but at times will not be in view of my camera. I'm not far.

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00:50:21.870 --> 00:50:29.530

Jon Hart: but just wanted to make that aware. I'm not trying to break the law by getting up and moving around. I just am in pain sometimes.

382

00:50:29.530 --> 00:50:32.300

Patty Monahan: Oh, sorry to hear that, John, and thanks for letting us know.

383

00:50:32.966 --> 00:50:34.300

Patty Monahan: Nick, you had a question.

384

00:50:34.783 --> 00:50:35.749

Nick Blair, ACWA: If I

385



00:50:35.780 --> 00:50:45.190

Nick Blair, ACWA: get up to get a cup of coffee, should I? Just a. And it's not far away. It's like I can still hear. But should I bring screen with me to get a refill, or okay?

386

00:50:45.190 --> 00:50:47.230

Patty Monahan: Yeah, you could just walk away.

387

00:50:49.270 --> 00:50:55.050

Patty Monahan: Okay, we. I think we had thought about taking a break. But I think we're just gonna power on through so that we can.

388

00:50:56.310 --> 00:51:10.130

Patty Monahan: you know, keep! Keep us moving. We will keep putting breaks in, though, to make sure that people can, you know, not just sitting in front of the computer. So feel free to stand and walk around and do whatever you need to do. But I think we're gonna power through for the next agenda item and then take a break.

389

00:51:13.410 --> 00:51:14.270

Patty Monahan: It's good.

390

00:51:14.840 --> 00:51:31.644

Charles Smith: Thank you, Commissioner Monahan. And thank you. Advisory committee members. Thank you. Participating remotely for especially for having your cameras on during the introductions and during discussion periods we have a series of slides to get through next before the next discussion period. So, yeah,

391

00:51:33.960 --> 00:51:37.020

Charles Smith: yeah, thank you. Next slide, please.

392

00:51:38.260 --> 00:51:47.500

Charles Smith: Alright. So before delving into the clean transportation program investment plan, want to provide you all with some background and context for the program.

393

00:51:47.880 --> 00:51:59.040

Charles Smith: So California has established some of the world's most ambitious goals and regulations to mitigate climate change and protect protect public health by rapidly transitioning to 0 emission transportation.

394

00:51:59.540 --> 00:52:10.290

Charles Smith: I won't read all these goals, but I'll just highlight a few key ones, namely, that by 2035, 100% of new passenger vehicle sales are to be 0 emission or Zevs.

395

00:52:10.380 --> 00:52:15.920

Charles Smith: well, as 100% of the operations for drayage trucks and off road equipment.

396

00:52:16.100 --> 00:52:23.199

Charles Smith: and by 2045, 100% of the operations of all medium and heavy duty vehicles should be 0 emission.

397

00:52:23.780 --> 00:52:32.660

Charles Smith: Achieving these goals hinges on having adequate charging and hydrogen refueling infrastructure deployed in time to serve all of these 0 emission vehicles.

398

00:52:33.250 --> 00:52:34.319

Charles Smith: But Please.

399

00:52:36.570 --> 00:52:48.039

Charles Smith: recognizing the foundational importance of dev infrastructure legislature, created the clean transportation program in 2,007 and just reauthorized the program last year to run through 2035

400

00:52:48.830 --> 00:52:59.120

Charles Smith: CTP Provides about 100 million per year in grants and incentives predominantly to accelerate the deployment. 0 emission vehicle infrastructure across the State.

401

00:52:59.350 --> 00:53:06.519

Charles Smith: Recent years the Governor and Legislature have also provided significant general funds and Greenhouse Gas Reduction Funds

402

00:53:06.550 --> 00:53:08.960

Charles Smith: we administer to complement.

403

00:53:09.050 --> 00:53:10.560

Charles Smith: CTP funding.

404

00:53:11.120 --> 00:53:12.389

Charles Smith: Next slide, please

405

00:53:14.690 --> 00:53:23.770

Charles Smith: across all of our investments and efforts. We are committed to ensuring that funding and project benefits flow to low income and disadvantaged communities across the State.

406

00:53:24.210 --> 00:53:35.570

Charles Smith: Several years ago we set a target which has since been enshrined in law that a minimum of 50% of clean transportation program funding will go to projects that benefit these communities.

407

00:53:36.280 --> 00:53:50.650

Charles Smith: We also engage groups, including the disadvantaged communities Advisory Group as well as you all on the Advisory, on the Clean Transportation Program Advisory Committee for guidance on how to better tailor our investments to benefit priority communities.

408

00:53:51.710 --> 00:53:59.920

Charles Smith: We also recognize that just because a project is located in a disadvantaged community doesn't necessarily mean that the community benefits

409

00:53:59.990 --> 00:54:01.430

Charles Smith: that project.

410

00:54:01.540 --> 00:54:07.499

Charles Smith: So we're working to develop better methods and metrics to target investments that provide meaningful benefits.

411

00:54:08.250 --> 00:54:09.340

Charles Smith: Slide, please.

412

00:54:11.440 --> 00:54:22.139

Charles Smith: with that context and framing, I'll give a high level summary of how the clean transportation program supports ZEV infrastructure through 3 broad buckets of activities.

413

00:54:22.470 --> 00:54:33.969

Charles Smith: First, we conduct planning and analysis, for example, tracking how many chargers we have now and projecting where and how many we'll need in the future to meet our State's goals and regulatory requirements.

414

00:54:34.430 --> 00:54:43.079

Charles Smith: Second, and this is a newer role that we have new authorities for. We develop regulations focused on improving the ZEV driver experience.

415

00:54:43.960 --> 00:54:54.400

Charles Smith: 3rd, and this is the core of what the clean transportation program has been doing for more than a decade. We provide grants and incentives to accelerate development and deployment of ZEV infrastructure.

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00:54:54.670 --> 00:55:01.770

Charles Smith: This spans, passenger vehicles and larger commercial vehicles, as well as both EV charging and hydrogen refueling

417

00:55:02.740 --> 00:55:08.229

Charles Smith: provide a brief overview and highlights of some of these activities in these different areas.

418

00:55:08.270 --> 00:55:12.990

Charles Smith: We also have CEC staff representatives on Zoom.

419

00:55:13.040 --> 00:55:24.829

Charles Smith: And so if there are any topics you want to dig into more detail, we might be able to handle some of those in meeting today, although we're also happy to follow up with you individually after the meeting as well.

420

00:55:26.370 --> 00:55:27.920

Charles Smith: Next slide, please.

421

00:55:31.430 --> 00:55:36.049

unknown: Right? Starting with dev infrastructure, planning, and analysis.  
Next slide.

422

00:55:38.220 --> 00:55:45.719

Charles Smith: This slide shows both EV and charger. Sorry. EV Charger and hydrogen station build out as of March 2024.

423

00:55:46.090 --> 00:55:51.220

Charles Smith: Today we estimate there are about 105,000 chargers operating in California.

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00:55:51.260 --> 00:55:59.109

Charles Smith: of which 93,000 are level 2 and 11,000 are direct current or DC Fast charges.

425

00:55:59.170 --> 00:56:02.310

Charles Smith: These numbers exclude single family homes.

426

00:56:04.200 --> 00:56:15.710

Charles Smith: On the hydrogen side there are 61 public passenger vehicle refueling stations operating, although 7 are temporarily non operational. So only 54 currently available for drivers.

427

00:56:16.330 --> 00:56:25.190

Charles Smith: There are also 4 public stations serving medium and heavy-duty vehicles, as well as 3 private stations serving transit bus operations

428

00:56:26.090 --> 00:56:27.290

Charles Smith: slide, please.

429

00:56:29.400 --> 00:56:33.679

Charles Smith: right from today's approximately 105,000 charges

430

00:56:33.720 --> 00:56:41.090

Charles Smith: project the number of publicly accessible chargers that are needed to meet the goals and established regulations that I highlighted earlier.

431

00:56:42.100 --> 00:56:48.790

Charles Smith: Most recent analysis finds that the State will have approximately 7.1 million EVs in 2030

432

00:56:48.800 --> 00:56:51.630

Charles Smith: will require slightly more than 1 million

433

00:56:51.900 --> 00:56:54.850

Charles Smith: chargers across a variety of locations

434

00:56:54.870 --> 00:56:57.279

Charles Smith: excluding single family homes.

435

00:56:57.870 --> 00:57:01.369

Charles Smith: That number is shown in blue on the figure here

436

00:57:02.830 --> 00:57:08.169

Charles Smith: the projected need grows to more than 2 million by in 2035

437

00:57:08.300 --> 00:57:12.430

Charles Smith: power more than 15 million EVs shown in orange.

438

00:57:13.750 --> 00:57:31.189

Charles Smith: Right, please. Oh, sorry not yet. I bet we also perform analyses for medium and heavy duty vehicles, although I'm not showing those here, the total numbers, for those are smaller, about 115,000 in 2030, and 260,000

439

00:57:31.360 --> 00:57:38.009

Charles Smith: in 2035, 'cause there are fewer commercial vehicles, but they are generally higher power charges as well.

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00:57:38.420 --> 00:57:43.710

Charles Smith: Bottom line is, we need to deploy a lot of chargers, and we need to do it quickly

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00:57:44.300 --> 00:57:46.000

Charles Smith: right now. Next slide, please.

442

00:57:48.080 --> 00:57:54.840

Charles Smith: We also do analyses of hydrogen, refilling infrastructure needs for both passenger and larger commercial vehicles

443

00:57:55.330 --> 00:58:10.710

Charles Smith: for light duty, passenger vehicles. Every year we work with California Air Resources Board or CARB to assess the State's progress, deploying hydrogen refueling infrastructure and its performance and suitability relative to the number of fuel cell vehicles that are in the State

444

00:58:11.450 --> 00:58:14.999

Charles Smith: today's network of 54 operating stations

445

00:58:15.130 --> 00:58:22.140

Charles Smith: capable of supporting about 32,000 fuel cell electric vehicles based on the average performance of the network

446

00:58:22.820 --> 00:58:34.480

Charles Smith: for commercial fuel cell vehicles. We recently completed our 1st SB. 643 assessment of the number of public refueling stations needed in 2030, and 2035

447

00:58:35.000 --> 00:58:37.049

Charles Smith: captured in this chart. Here

448

00:58:37.130 --> 00:58:42.490

Charles Smith: there's a very wide variability in the projected fuel cell truck populations.

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00:58:42.610 --> 00:58:50.239

Charles Smith: we took a scenario based approach to estimate how many public refueling stations would be needed, based on different sources.

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00:58:51.300 --> 00:59:06.500

Charles Smith: Figure shows the wide range with some sources, such as the California Air Resources Board, Scoping Plan, showing a need for a thousand or more stations by 2035 others showing tens or hundreds of stations.

451

00:59:07.480 --> 00:59:14.760

Charles Smith: We'll be continuing to update this analysis and track commercial offerings and adoption of fuel cell trucks.

452

00:59:15.930 --> 00:59:20.810

Charles Smith: These are some high level examples of the types of analyses that we do

453

00:59:20.920 --> 00:59:26.960

Charles Smith: then use these results to establish targets and to inform our funding and other programs.

454

00:59:27.310 --> 00:59:38.849

Charles Smith: There's a lot of depth behind each of these reports, like several hundred pages worth. So if there are any topics that you're interested in, I would happily connect you with our staff for that deeper dive.

455

00:59:40.160 --> 00:59:41.670

Charles Smith: Next slide, please.

456

00:59:44.080 --> 00:59:52.570

Charles Smith: The second general bucket of activities that we perform is developing regulations that improve the Zev driver. Experience.

457

00:59:53.060 --> 01:00:04.129

Charles Smith: Most of our regulatory efforts are related to EV charging infrastructure. But we're also working on replacement tire efficiency regulations based on an older authority that we received from the legislature.

458

01:00:04.580 --> 01:00:12.770

Charles Smith: As mentioned, this is somewhat of a newer area of activity for us, but something that we are seeing increasing legislative interest in next slide, please

459

01:00:15.590 --> 01:00:25.959

Charles Smith: been a lot of news stories lately about the low reliability of some public chargers, and how this poses a critical barrier to further adoption of 0 emission vehicles.

460

01:00:26.480 --> 01:00:33.049

Charles Smith: Although we've had reliability and maintenance, related requirements in our own funding programs for several years.

461

01:00:33.110 --> 01:00:38.310

Charles Smith: also, in the process of promulgating broader regulations to help address this issue.

462

01:00:39.090 --> 01:00:43.900

Charles Smith: Most recent draft charger reliability reporting and performance regulations.

463

01:00:43.940 --> 01:00:50.780

Charles Smith: number of different requirements that'll help us better track the number and performance of chargers operating in California

464

01:00:51.750 --> 01:00:59.080

Charles Smith: proposed regulations include a requirement that publicly funded chargers achieve a minimum, 97% uptime.

465

01:00:59.480 --> 01:01:06.079

Charles Smith: But sometimes, even if the charger is technically up, there are several reasons that a charging session can fail.

466

01:01:06.500 --> 01:01:12.959

Charles Smith: This reason we're also proposing a novel metric focused on the successful charge. Attempt rate

467

01:01:13.230 --> 01:01:17.399

Charles Smith: quantifies the fraction of charges that succeed on the first Try

468

01:01:18.430 --> 01:01:23.429

Charles Smith: currently reviewing public comment on the second draft of these proposed regulations.

469

01:01:23.460 --> 01:01:27.600

Charles Smith: we're hoping to finalize the regulations by the end of this calendar year

470

01:01:28.520 --> 01:01:29.710

Charles Smith: side please.

471

01:01:31.780 --> 01:01:42.209

Charles Smith: Another regulation. We're at an earlier stage of developing establishes minimum payment method. Requirements for publicly accessible chargers that charge a fee for use

472

01:01:42.690 --> 01:01:50.479

Charles Smith: also includes requirements for certain communication standards and plug and charge capabilities on DC. Fast chargers.

473

01:01:50.560 --> 01:01:55.190

Charles Smith: Certain labeling and signage requirements for publicly accessible charges

474

01:01:55.850 --> 01:02:00.739

Charles Smith: hosted our 1st public pre rule making workshop on this topic.

475

01:02:00.800 --> 01:02:08.530

Charles Smith: and we anticipate releasing our 1st draft report with proposed regulations in late 2024.

476

01:02:10.200 --> 01:02:12.150

Charles Smith: next slide, please.

477

01:02:17.080 --> 01:02:33.539

Charles Smith: Alright. We're gonna pause here for any questions from our advisory committee members on what they've heard so far. Again, we've covered the background for the clean transportation program, the Energy Commission's ZEV infrastructure planning and analysis activities

478

01:02:33.830 --> 01:02:39.190

Charles Smith: and our newer regulations to improve the ZEV driver. Experience

479

01:02:39.620 --> 01:02:47.310

Charles Smith: next, be getting into our recent funding program activities followed by our current draft investment plan update funding allocations. But

480

01:02:47.420 --> 01:02:54.279

Charles Smith: we do that again, we want to give an opportunity for advisory committee members for any questions on what they've heard thus far

481

01:02:54.980 --> 01:02:59.730

Charles Smith: mentioned. We have a number of Energy Commission Technical staff participating in this call.

482

01:02:59.780 --> 01:03:11.849

Charles Smith: provide added information and context. But if we can't fully resolve any questions, we're happy to flag the question as something to follow up with you on individually after the workshop.

483

01:03:12.890 --> 01:03:24.400

Charles Smith: So it looks like we've had a few people remotely raising their hands. And I also wanna make sure folks in the room have an opportunity to indicate their interest as well.

484

01:03:26.040 --> 01:03:27.870

Charles Smith: so maybe we

485

01:03:28.410 --> 01:03:30.307

Charles Smith: start off with

486

01:03:31.810 --> 01:03:32.750

Charles Smith: be here

487

01:03:34.100 --> 01:03:35.010



Charles Smith: was here.  
488  
01:03:40.100 --> 01:03:43.780  
Charles Smith: It looks like Zoom has ordered these hands  
489  
01:03:44.215 --> 01:03:46.579  
Charles Smith: in the order in which they were raised.  
490  
01:03:46.620 --> 01:03:49.589  
Charles Smith: So maybe we'll take that approach.  
491  
01:03:50.121 --> 01:03:55.199  
Charles Smith: In which case, Laura, you would be the 1st person.  
492  
01:03:55.850 --> 01:03:56.999  
Charles Smith: Please go ahead.  
493  
01:03:57.000 --> 01:04:01.770  
Laura Renger: Great. Thank you. On slide 15 and 16.  
494  
01:04:01.790 --> 01:04:03.920  
Laura Renger: I noticed you have  
495  
01:04:03.960 --> 01:04:11.909  
Laura Renger: DC fast charging, but it's not broken out by medium and  
heavy duty for  
496  
01:04:11.930 --> 01:04:13.629  
Laura Renger: the EV charging.  
497  
01:04:13.830 --> 01:04:20.840  
Laura Renger: so is the medium and heavy duty charging in the DC fast  
charging categories  
498  
01:04:22.260 --> 01:04:23.949  
Laura Renger: on both of those slides.  
499  
01:04:24.430 --> 01:04:26.110  
Charles Smith (CEC): Right. Thank you.  
500  
01:04:26.930 --> 01:04:28.500  
Charles Smith (CEC): I think of  
501  
01:04:30.900 --> 01:04:31.580  
Charles Smith (CEC): and  
502  
01:04:31.760 --> 01:04:37.459  
Charles Smith (CEC): believe that DC fast charging here is inclusive of  
503  
01:04:37.670 --> 01:04:40.430  
Charles Smith (CEC): medium and heavy duty chargers.  
504  
01:04:42.652 --> 01:04:46.000

Patty Monahan: I think we'll have to get back to you on that, Laura. I don't think so. I think these are light duty.

505

01:04:46.000 --> 01:04:46.729

Charles Smith (CEC): Oh, okay.

506

01:04:46.730 --> 01:04:47.230

Patty Monahan: But some.

507

01:04:47.230 --> 01:04:47.700

Laura Renger: Okay.

508

01:04:47.700 --> 01:04:52.109

Patty Monahan: It gets a little complicated, because some of like the Amazon delivery vans would probably be charged.

509

01:04:52.526 --> 01:04:53.789

Patty Monahan: could be, you know.

510

01:04:55.840 --> 01:05:14.410

Patty Monahan: so there's some. There can be a little bit of overlap when it comes to medium and heavy duty chargers. But no, we have a separate website where we're trying to collect more data on medium and heavy duty. Honestly, a lot of that is behind the fence line at companies. So that's information that is harder to combine.

511

01:05:14.600 --> 01:05:16.062

Laura Renger: Okay. Thank you.

512

01:05:17.220 --> 01:05:18.453

Charles Smith (CEC): Thank you. But let's

513

01:05:19.070 --> 01:05:19.789

Patty Monahan: Charles just on and.

514

01:05:20.076 --> 01:05:20.650

Charles Smith (CEC): On, the.

515

01:05:20.650 --> 01:05:24.930

Patty Monahan: Let's just make sure that I I got that right. So if somebody could data check that one in.

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01:05:25.060 --> 01:05:27.600

Patty Monahan: get back to Laura, that'd be great. Yes.

517

01:05:27.600 --> 01:05:33.890

Charles Smith (CEC): Let's let's say that those are light duty focused, and if it's otherwise, we will follow up

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01:05:37.030 --> 01:05:37.900

Charles Smith (CEC): right

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01:05:39.400 --> 01:05:43.149

Charles Smith (CEC): next hand, I see raised is Nick

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01:05:43.200 --> 01:05:44.420

Charles Smith (CEC): With ACWA.

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01:05:44.420 --> 01:05:56.709

Nick Blair, ACWA: Yeah, so a question that I had, and some of my members had coming into this, it's not tied to a specific slide is using CTP funds

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01:05:57.305 --> 01:06:10.809

Nick Blair, ACWA: is, is there any, I guess, restriction or anything like that? For if it's being used towards meeting a regulatory compliance requirement? Or is that entirely separate? And okay?

523

01:06:13.490 --> 01:06:17.885

Charles Smith (CEC): Erm. It is a question that has come up. My recollection is that if it's a

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01:06:18.260 --> 01:06:19.729

Charles Smith (CEC): like, if it's a

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01:06:19.890 --> 01:06:31.130

Charles Smith (CEC): specific project, as in this individual charger is needed to fulfill a regulatory requirement. That might be an issue.

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01:06:31.260 --> 01:06:32.380

Charles Smith (CEC): But

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01:06:32.480 --> 01:06:38.880

Charles Smith (CEC): if it is contributing chargers that a fleet will use in general to meet

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01:06:38.910 --> 01:06:42.650

Charles Smith (CEC): something like the advanced clean fleets.

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01:06:42.720 --> 01:06:47.010

Charles Smith (CEC): Requirement, I think that would remain eligible.

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01:06:47.430 --> 01:06:58.540

Nick Blair, ACWA: Okay. So I guess, just for example, if if water agency A was yeah trying to comply with the advanced clean fleet rule, and they knew that they had to get

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01:06:59.221 --> 01:07:11.509

Nick Blair, ACWA: say 5 zero emission vehicles for the coming year for compliance, and the funding that they got for charging stations was going to be used. That that would be okay.

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01:07:13.640 --> 01:07:20.665

Charles Smith (CEC): That is my recollection, and I'll I'll ping our Chief Counsel Office just to make sure that they have not.

533

01:07:22.170 --> 01:07:25.829

Charles Smith (CEC): That is indeed the correct interpretation. But yes, that is my understanding.

534

01:07:25.830 --> 01:07:26.839

Nick Blair, ACWA: Okay. Thank you.

535

01:07:34.790 --> 01:07:36.780

Charles Smith (CEC): Vanessa. I believe you're next.

536

01:07:38.320 --> 01:08:06.400

Vanessa Warheit, EVCAC: Thanks. I have 2 questions. The 1st is, if you could clarify because I I'm sorry I don't remember the slide number. But there were was a slide that actually, I think there were 2 slides that said this, that the number of of chargers excluded private residences. But what you said was that it excluded single family housing. And I just even though there's nowhere near enough private multi family housing charging, there is some. So I just wanna clarify that that was excluded as well.

537

01:08:08.522 --> 01:08:09.805

Charles Smith (CEC): No. So

538

01:08:11.990 --> 01:08:16.320

Charles Smith (CEC): private charging at a say apartment complex

539

01:08:16.718 --> 01:08:26.300

Charles Smith (CEC): would still have been included in those data sets, both in terms of the number that currently exist, and the number that will be needed.

540

01:08:26.800 --> 01:08:30.829

Vanessa Warheit, EVCAC: Oh, interesting. So if somebody has their own personal.

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01:08:31.450 --> 01:08:34.380

Vanessa Warheit, EVCAC: this isn't CEC funded right? This is global.

542

01:08:35.270 --> 01:08:36.090

Vanessa Warheit, EVCAC: Like.

543

01:08:36.279 --> 01:08:43.260

Vanessa Warheit, EVCAC: I live in an apartment. I've got an access to a 110 outlet, and I can charge my EV at home. You've included that?

544

01:08:44.020 --> 01:09:00.829

Charles Smith (CEC): Well, it's it's an estimate of what we believe to be out there. So we do not have a complete knowledge of. What's what has been deployed, but based on our best estimate. Yes, and I believe that is the kind of charger that would be included.

545

01:09:01.620 --> 01:09:04.170

Vanessa Warheit, EVCAC: Interesting. Okay, great. Thank you. And then.

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01:09:04.170 --> 01:09:04.990

Adam Davis: Pardon me. Sorry.

547

01:09:05.490 --> 01:09:09.579

Adam Davis: Adam Davis was one of the lead authors of the AB 2127 Report

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01:09:10.200 --> 01:09:12.919

Adam Davis: for your question. Yes. We

549

01:09:13.572 --> 01:09:41.990

Adam Davis: this is the number of chargers needed slide. Don't exactly what slide that was. We split that out by housing type rather than ownership or access. So single family homes are included in the modeling, but are not included in the report, because that's never something that we directly fund multi-family homes. We know that those charges can come in a few different sort of forms. As you mentioned like. If you just access to a 1 10 volt plug you could plug there. Those are included in the model.

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01:09:42.353 --> 01:09:50.570

Adam Davis: We've also got. So yeah, the the shared private multi family housing, that is all charges at multifamily housing, regardless of who owns it, regardless of who installs it.

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01:09:50.700 --> 01:09:52.600

Adam Davis: just to clarify that, thanks.

552

01:09:54.400 --> 01:09:55.410

Charles Smith (CEC): Thank you. Adam.

553

01:09:55.960 --> 01:10:04.000

Vanessa Warheit, EVCAC: Thank you. And then my other question is, is there anything in statute that requires the CEC. To fund

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01:10:04.160 --> 01:10:08.930

Vanessa Warheit, EVCAC: for those chargers to be publicly available.

555

01:10:09.650 --> 01:10:14.829

Vanessa Warheit, EVCAC: I just noticed there was a this that seemed to be implicit in the

556

01:10:14.980 --> 01:10:28.136

Vanessa Warheit, EVCAC: assessment of reliability. But private private chargers are almost always 100% reliable. So I was just curious. If there's something that restricts the CEC funding from funding

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01:10:28.890 --> 01:10:32.259

Vanessa Warheit, EVCAC: in this case, multifamily, private chargers.

558

01:10:33.940 --> 01:10:40.608

Charles Smith (CEC): I don't believe there is any such restriction in statute. I believe we do have the authority to fund

559

01:10:41.190 --> 01:10:46.120

Charles Smith (CEC): privately accessed multifamily housing chargers.

560

01:10:46.590 --> 01:10:48.139

Vanessa Warheit, EVCAC: Okay, wonderful. Thank you.

561

01:10:52.650 --> 01:10:53.203

Charles Smith (CEC): Thank you.

562

01:10:55.928 --> 01:11:01.500

Charles Smith (CEC): Next speaker that we have in the queue is Beverly Greene from AC Transit.

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01:11:03.540 --> 01:11:19.569

Beverly Greene, AC Transit: Hello! Thank you. If you go back to, I think the 1st or second slide with the infographics, and given that public transit will be a major solution to address greenhouse gas emissions. Would you also consider visibility to the deadline

564

01:11:19.740 --> 01:11:45.986

Beverly Greene, AC Transit: for transit agencies to be fully zero emission by 2040 in this unfunded mandate. So I see 2045 for electric operations, for medium and heavy and obviously public transit is heavy, but I think it's significant. And and I wonder if you might consider adding that specifically for bus, so that people understand that 2040 is the deadline

565

01:11:46.420 --> 01:11:50.369

Beverly Greene, AC Transit: to go zero emission for pup, for public transit agencies. Thank you.

566

01:11:52.180 --> 01:11:55.620

Charles Smith (CEC): Thank you. Yeah. We're happy to look. Look into that as well. Thank you.

567

01:11:55.620 --> 01:11:57.070

Patty Monahan: Yeah, it's a great recommendation.

568

01:11:59.780 --> 01:12:02.299

Charles Smith (CEC): Reverend Dr. Dorsey, I believe you're next.

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01:12:04.850 --> 01:12:10.880

Rev. Dr. Charles Dorsey: Yeah, in your report you were. Thank you so much. And and I promise you I'll extend this meeting longer than it needs to be

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01:12:11.020 --> 01:12:16.910

Rev. Dr. Charles Dorsey: but the information you shared about the electric chargers versus the hydrogen chargers.

571

01:12:17.020 --> 01:12:20.969

Rev. Dr. Charles Dorsey: You provided data on the hydrogen chargers, as it relates to operations.

572

01:12:21.410 --> 01:12:22.880

Rev. Dr. Charles Dorsey: But I didn't see

573

01:12:23.220 --> 01:12:31.089

Rev. Dr. Charles Dorsey: the that same information about the electric chargers is that information that you've been able to collect? Or is that just something that you're not sure about?

574

01:12:33.482 --> 01:12:50.139

Charles Smith (CEC): Apologies. The the audio in the room is not perfect. I if I enter, if I heard correctly, it sounds like we were able to present on the number of hydrogen stations that were temporarily non operational. But you were wondering about similar information on the electric vehicle charging side. Is that right?

575

01:12:50.380 --> 01:12:54.069

Rev. Dr. Charles Dorsey: Correct. And the reason why I'm asking is because some of the people

576

01:12:54.120 --> 01:12:58.079

Rev. Dr. Charles Dorsey: who I have worked with over the years and purchased cars, and they're

577

01:12:58.130 --> 01:13:00.230

Rev. Dr. Charles Dorsey: beginning to find

578

01:13:00.420 --> 01:13:09.570

Rev. Dr. Charles Dorsey: that the infrastructure that is currently in place doesn't have the reliability. And I'm just not seeing that reflected in in the update about it.

579

01:13:10.390 --> 01:13:25.255

Charles Smith (CEC): Yeah understood, and that that kind of gets to the the impetus and the need for the EV charger reliability regulations that I've mentioned in the slide. We do not have as

580

01:13:26.210 --> 01:13:51.639

Charles Smith (CEC): standardized data for non operational chargers as we do for hydrogen refueling stations going in part to the fact that there's just fewer hydrogen refueling stations. And so we're able to do so on a easier for for us to collect that information. But to your question. We do not currently have empirical data on the uptime of chargers in California.

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01:13:52.450 --> 01:14:02.505

Patty Monahan: We are as in in addition to what Charles said about the reliability standards are gonna if you know we're we hope to get to the finish line on them soon.

582

01:14:02.900 --> 01:14:07.579

Patty Monahan: and at least as currently drafted. That would get us data

583

01:14:07.610 --> 01:14:22.420

Patty Monahan: for a lot of the chargers across California. But it would take, you know, a while to compile the data. Dustin Shell is on. He could

provide more information about that. But we've also funded a study by UC Davis. We'll start getting results by the end of this year. That will  
584

01:14:22.490 --> 01:14:29.900

Patty Monahan: speak more to the the full network in California. So we're going to start getting more hard empirical data. By the end of this year.  
585

01:14:30.360 --> 01:14:33.780

Rev. Dr. Charles Dorsey: Well. And, Patty, my hope is that that data would come along with  
586

01:14:34.260 --> 01:14:38.160

Rev. Dr. Charles Dorsey: the location of the charger that is not operational.  
587

01:14:38.600 --> 01:14:43.770

Rev. Dr. Charles Dorsey: so that we can withdraw some, not draw some more conclusions, but have more information to look at.  
588

01:14:43.830 --> 01:14:48.570

Rev. Dr. Charles Dorsey: Cause. I I think that there may be some quality information there to discuss.  
589

01:14:52.910 --> 01:14:53.920

Charles Smith (CEC): Absolutely  
590

01:14:55.360 --> 01:14:59.219

Charles Smith (CEC): Thank you, Reverend Dr. Dorsey. Next we have  
591

01:14:59.360 --> 01:15:00.730

Charles Smith (CEC): Katrina Fritz.  
592

01:15:03.390 --> 01:15:15.010

Katrina Fritz: Hi, I'm trying to parse the numbers. So I wanted to ask Staff about. So we have the about the goal. So we have a goal of 200 hydrogen refueling stations by 2025  
593

01:15:15.440 --> 01:15:20.699

Katrina Fritz: on page 16 of the draft plan it says, 96 have been allocated.  
594

01:15:21.090 --> 01:15:29.139

Katrina Fritz: Your slide, I think it's 15, says that 68 are complete, maybe not all operational, but complete.  
595

01:15:29.390 --> 01:15:39.939

Katrina Fritz: So we're still short of the 200 goal and is, you know, the is, am I reading those numbers right? And is there a plan to meet that 200 by 2025.  
596

01:15:44.263 --> 01:15:45.830

Patty Monahan: Charles, why don't I take this one?  
597

01:15:46.684 --> 01:15:47.449



Patty Monahan: So  
598  
01:15:47.910 --> 01:15:49.462  
Patty Monahan: you know we had.  
599  
01:15:50.170 --> 01:15:56.349  
Patty Monahan: We had hoped to be further along on the light duty,  
hydrogen, refueling stations than we are  
600  
01:15:56.700 --> 01:15:57.550  
Patty Monahan: and  
601  
01:15:57.690 --> 01:15:58.740  
Patty Monahan:  
602  
01:15:58.770 --> 01:15:59.950  
Patty Monahan: You know. We had  
603  
01:16:00.260 --> 01:16:10.810  
Patty Monahan: solicitations that indicated that we would get close to  
200. Then we had one major provider, Shell, withdraw its application. 50  
stations then.  
604  
01:16:11.325 --> 01:16:16.480  
Patty Monahan: weren't built that we thought were going to be built, and  
we're also seeing just kind of a slowdown, I think.  
605  
01:16:16.600 --> 01:16:20.369  
Patty Monahan: in the market right now, as  
606  
01:16:20.919 --> 01:16:28.879  
Patty Monahan: stations are kind of grappling with the fact that the low  
carbon fuel standard is not is being  
607  
01:16:29.840 --> 01:16:33.590  
Patty Monahan: New regulations are being. It's being updated, I guess you  
would say, and  
608  
01:16:33.780 --> 01:16:37.579  
Patty Monahan: credit prices have fallen. So there are some reasons why  
we're seeing  
609  
01:16:37.600 --> 01:16:39.389  
Patty Monahan: a delay in  
610  
01:16:39.400 --> 01:16:57.933  
Patty Monahan: even the grants that we're given out currently for  
building out hydrogen stations. We've actually given out recently grants  
to help with operation and maintenance to improve like the reliability of  
the current stations out there. I think just like with chargers, we're  
finding some reliability issues with hydrogen stations that  
611  
01:16:58.350 --> 01:17:06.779

Patty Monahan: that we've been supporting to try to improve the customer experience, and you know we remain committed to making sure that we do all we can to support

612

01:17:06.870 --> 01:17:13.580

Patty Monahan: hydrogen fuel cell drivers who have invested in in these vehicles and want to make sure that they can conveniently refuel them.

613

01:17:13.610 --> 01:17:20.380

Patty Monahan: But it's been a little. It's a challenging time right now, I would say it'll be helpful when the low carbon fuel standard is updated.

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01:17:21.050 --> 01:17:24.699

Katrina Fritz: Thank you, Commissioners, so is the goal of 200

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01:17:24.890 --> 01:17:28.060

Katrina Fritz: light duty only, or does that include medium and heavy duty?

616

01:17:30.150 --> 01:17:47.450

Patty Monahan: So this might be a better one to take. It's gonna be a long conversation but the the the stated goal is just 200 stations. It doesn't actually say light duty, medium duty, heavy duty. And so there's some interpretation here about whether it's

617

01:17:47.500 --> 01:17:48.740

Patty Monahan: just public.

618

01:17:49.190 --> 01:17:53.779

Patty Monahan: or whether some of the private investments that we're seeing in hydrogen would count towards that.

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01:17:55.720 --> 01:17:56.125

Katrina Fritz: Okay.

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01:17:56.690 --> 01:17:57.529

Katrina Fritz: Sorry for the.

621

01:17:57.530 --> 01:17:58.280

Patty Monahan: It's not a good.

622

01:17:58.686 --> 01:18:02.339

Katrina Fritz: Get into the investment plan itself. Thank you again.

623

01:18:06.130 --> 01:18:11.440

Charles Smith (CEC): Alright. Thank you. We're going to go into the room for a question

624

01:18:12.330 --> 01:18:16.109

Charles Smith (CEC): We also have a question from Luis. Would you like to speak next.

625

01:18:21.300 --> 01:18:24.069

Luis Olmedo: Just had a a few questions and comments  
626  
01:18:24.770 --> 01:18:26.070  
Luis Olmedo: just overall.  
627  
01:18:27.620 --> 01:18:28.240  
Luis Olmedo: The  
628  
01:18:30.120 --> 01:18:32.440  
Luis Olmedo: there's an article that came out on CalMatters.  
629  
01:18:33.000 --> 01:18:36.259  
Luis Olmedo: and I found the data very useful.  
630  
01:18:36.980 --> 01:18:39.050  
Luis Olmedo: And it's clear to me that  
631  
01:18:39.650 --> 01:18:42.230  
Luis Olmedo: we have a lot of EV deserts in California.  
632  
01:18:42.970 --> 01:18:47.660  
Luis Olmedo: Companies aren't going to go and invest there because the  
market isn't there.  
633  
01:18:49.030 --> 01:18:53.080  
Luis Olmedo: The other thing that makes it even more challenging is  
634  
01:18:53.380 --> 01:18:55.790  
Luis Olmedo: when you have other  
635  
01:18:56.040 --> 01:18:58.209  
Luis Olmedo: State agencies like GO-Biz.  
636  
01:18:58.960 --> 01:19:00.290  
Luis Olmedo: directing  
637  
01:19:01.120 --> 01:19:02.560  
Luis Olmedo: developers  
638  
01:19:03.020 --> 01:19:09.309  
Luis Olmedo: to go to where the market is, and specifically where they  
have adopted a streamlined.  
639  
01:19:09.750 --> 01:19:11.529  
Luis Olmedo: permitting processes.  
640  
01:19:12.300 --> 01:19:15.539  
Luis Olmedo: So these programs are working against each other  
641  
01:19:15.830 --> 01:19:21.699  
Luis Olmedo: to continue to grow or make it more difficult for these EV  
deserts to thrive  
642  
01:19:23.170 --> 01:19:25.050

Luis Olmedo: in regards to  
643  
01:19:25.480 --> 01:19:27.600  
Luis Olmedo: the impacts on the supply chain.  
644  
01:19:27.840 --> 01:19:30.909  
Luis Olmedo: Are those factored into these forecasts?  
645  
01:19:31.750 --> 01:19:34.410  
Luis Olmedo: Because we're, you know, we even though we're  
646  
01:19:35.100 --> 01:19:37.970  
Luis Olmedo: well past Covid.  
647  
01:19:38.350 --> 01:19:40.490  
Luis Olmedo: The supply chain is still impacted.  
648  
01:19:42.200 --> 01:19:44.020  
Luis Olmedo: One of the reasons why  
649  
01:19:44.610 --> 01:19:47.010  
Luis Olmedo: the CALeVIP 2.0  
650  
01:19:47.750 --> 01:19:52.150  
Luis Olmedo: Hasn't been able to be successful at moving these projects  
much quicker.  
651  
01:19:55.000 --> 01:19:56.529  
Luis Olmedo: The other one is.  
652  
01:19:57.570 --> 01:20:00.019  
Luis Olmedo: there is an evolution of  
653  
01:20:00.240 --> 01:20:01.780  
Luis Olmedo: new vehicles.  
654  
01:20:02.160 --> 01:20:07.780  
Luis Olmedo: their proprietary software, proprietary software on these  
vehicles.  
655  
01:20:08.040 --> 01:20:12.180  
Luis Olmedo: software that is being developed for electric vehicle  
chargers.  
656  
01:20:13.010 --> 01:20:17.519  
Luis Olmedo: And the compatibility phase has that been thought about  
657  
01:20:17.660 --> 01:20:21.620  
Luis Olmedo: in the new reliability policy?  
658  
01:20:22.560 --> 01:20:23.770  
Luis Olmedo: They're not  
659  
01:20:24.050 --> 01:20:27.169

Luis Olmedo: connecting immediately to every vehicle.  
660  
01:20:27.690 --> 01:20:30.750  
Luis Olmedo: There is new code and new  
661  
01:20:31.960 --> 01:20:33.720  
Luis Olmedo: technological  
662  
01:20:36.008 --> 01:20:42.249  
Luis Olmedo: upgrades that a lot of times have to happen, new code  
development and and upgrades to make them compatible  
663  
01:20:44.610 --> 01:20:47.279  
Luis Olmedo: so that has to be part of the  
664  
01:20:47.690 --> 01:20:48.960  
Luis Olmedo: the policy.  
665  
01:20:49.920 --> 01:20:56.360  
Luis Olmedo: Is, is there a deliberate non profit model? That is also  
part of this.  
666  
01:20:56.860 --> 01:21:01.199  
Luis Olmedo: because everything that I have seen has been focused on the  
for profit.  
667  
01:21:01.260 --> 01:21:04.929  
Luis Olmedo: because California thinks it's gonna leverage the for profit  
668  
01:21:05.240 --> 01:21:09.030  
Luis Olmedo: with its investments to get more out of  
669  
01:21:09.100 --> 01:21:10.800  
Luis Olmedo: their investments. And  
670  
01:21:11.200 --> 01:21:16.550  
Luis Olmedo: that's not gonna help in any way. Electric vehicle, charger  
deserts or hydrogen  
671  
01:21:16.960 --> 01:21:19.050  
Luis Olmedo: deserts in California  
672  
01:21:20.010 --> 01:21:23.400  
Luis Olmedo: that has to be very seriously looked at  
673  
01:21:23.480 --> 01:21:35.490  
Luis Olmedo: or we're gonna fail. And the CalMatters article actually  
makes that very explicit in the data and the analysis that they made with  
with, as we continue to maintain these EV deserts, and we don't  
prioritize them.  
674  
01:21:36.310 --> 01:21:42.340  
Luis Olmedo: There's not gonna be a rapid adoption of these cleaner  
technologies because people are not

675  
01:21:42.610 --> 01:21:43.640  
Luis Olmedo: just

676  
01:21:43.670 --> 01:21:50.199  
Luis Olmedo: operating their vehicles in their own neighborhoods or in the metropolitan area. They're moving across State interstate.

677  
01:21:50.597 --> 01:22:01.359  
Luis Olmedo: There is trade, there is light duty, there is heavy duty, and these EV deserts are gonna be one of the reasons why we will fail if we don't prioritize them.

678  
01:22:03.630 --> 01:22:05.115  
Luis Olmedo: The other is

679  
01:22:06.220 --> 01:22:12.179  
Luis Olmedo: again, kind of building on the EV desert. But there is the chicken and egg dilemma.

680  
01:22:12.510 --> 01:22:13.680  
Luis Olmedo: and

681  
01:22:14.670 --> 01:22:17.589  
Luis Olmedo: one of the things that I'm wondering is

682  
01:22:17.840 --> 01:22:20.669  
Luis Olmedo: the market versus access and equity.

683  
01:22:21.190 --> 01:22:23.489  
Luis Olmedo: You know what is the market

684  
01:22:23.710 --> 01:22:26.519  
Luis Olmedo: opportunity for the for profit

685  
01:22:26.530 --> 01:22:27.800  
Luis Olmedo: developer.

686  
01:22:28.500 --> 01:22:29.630  
Luis Olmedo: And

687  
01:22:29.910 --> 01:22:35.199  
Luis Olmedo: what is the access and equity? Is it built into them? And how is that being addressed

688  
01:22:35.340 --> 01:22:41.609  
Luis Olmedo: to assure? And and I actually had a last question. Well, I don't have a last question, but I had something else that I'll bring into that

689  
01:22:42.180 --> 01:22:46.869  
Luis Olmedo: equity isn't just let me fund the program so that you can

690  
01:22:47.020 --> 01:22:50.100

Luis Olmedo: get educated. That has to happen. That is important  
691  
01:22:50.714 --> 01:22:53.259  
Luis Olmedo: to reach the harder reach communities.  
692  
01:22:53.550 --> 01:23:09.229  
Luis Olmedo: But equity equals capital. Why is it any time that we talk  
capital? We talk Wall Street, we talk corporations, but we never talk  
capital when we're talking to communities. And that is a historical  
neglect  
693  
01:23:09.550 --> 01:23:12.559  
Luis Olmedo: that is not economic literacy.  
694  
01:23:12.750 --> 01:23:16.500  
Luis Olmedo: If we're not talking, equity equals capital.  
695  
01:23:16.640 --> 01:23:23.458  
Luis Olmedo: Whenever we talk about development, whenever we talk about  
non profits, whenever we talk about environmental justice.  
696  
01:23:24.010 --> 01:23:28.220  
Luis Olmedo: then we are being neglectful, and we are being  
697  
01:23:28.640 --> 01:23:30.170  
Luis Olmedo: inequitable  
698  
01:23:30.260 --> 01:23:31.670  
Luis Olmedo: to say kindly.  
699  
01:23:32.850 --> 01:23:42.639  
Luis Olmedo: also, there's a big need to streamline and be more efficient  
when it comes to rebates and grant programs. I know Kevin earlier kind of  
alluded to that.  
700  
01:23:43.240 --> 01:23:44.870  
Luis Olmedo: It's redundant.  
701  
01:23:45.588 --> 01:23:48.079  
Luis Olmedo: I have experience in building  
702  
01:23:48.568 --> 01:24:08.079  
Luis Olmedo: databases for reporting, and I know that the State isn't the  
best when it comes to building, the the better, more sophisticated, more  
efficient databases often gets outsourced and isn't customized, built for  
the user experience. So it goes both ways. Yes, we wanna have a user  
experience  
703  
01:24:08.120 --> 01:24:26.250  
Luis Olmedo: for these chargers. And everyone should step up to that to  
make it better for the customer. I I worked at Costco 15 years, and that  
was a phenomenal company, and always had a phenomenal return policy. No,  
no customer leaves unhappy. I believe in that, in providing the best  
possible service.

704

01:24:26.360 --> 01:24:39.389

Luis Olmedo: and the State has to also be able to build more efficient databases not just build them. And then, you know, because databases. A month later, 6 months later, they become obsolete.

705

01:24:39.510 --> 01:24:42.079

Luis Olmedo: And so one of the things that we've seen is that

706

01:24:42.320 --> 01:24:51.330

Luis Olmedo: it's it's inefficient. That's why you're not moving money faster, redundant. It's creating more bureaucratic jobs, even though you're subcontracting these out

707

01:24:52.021 --> 01:25:06.900

Luis Olmedo: these programs to be administered elsewhere. It is wasteful of time of the developer. It is wasteful of time of the management of these programs, and needs a serious, serious look. I mean, I'm happy to help

708

01:25:06.930 --> 01:25:08.739

Luis Olmedo: know advice on that

709

01:25:10.530 --> 01:25:11.583

Luis Olmedo: and then,

710

01:25:12.120 --> 01:25:38.469

Luis Olmedo: yeah, I already mentioned, but alignment between agencies and GO-Biz again. I I brought it up to them. But in my interpretation, they're creating redlining maps where they are saying, Go to these areas that have streamlining. You're gonna have an easier time. And I hope they've already fixed their their website and their messaging that they were that they were putting out there because it's again creating EV deserts. And as, yeah, the only

711

01:25:38.470 --> 01:25:48.841

Luis Olmedo: environmental justice organization that is now built two fully functional fast charging stations. And I will say

712

01:25:49.610 --> 01:25:50.790

Luis Olmedo: perhaps.

713

01:25:50.920 --> 01:25:53.339

Luis Olmedo: Actually, I think we were the 1st

714

01:25:53.710 --> 01:26:10.750

Luis Olmedo: to meet the requirements of the CALeVIP 2.0 as a nonprofit, as a disadvantaged community. So that's gotta say a lot of how the State has been wrong in how it's prioritized. And it's investment.

715

01:26:10.750 --> 01:26:33.040

Luis Olmedo: It's still thinking, you know, the the Wall Street model from a hundred years ago. You know, we we gotta progress. You know everybody in disadvantaged communities. Rural communities has the same



mind, has the same capabilities to be able to build in their own communities, to be able to do the same. But what we need is  
716  
01:26:33.230 --> 01:26:35.660  
Luis Olmedo: capital capital.  
717  
01:26:35.960 --> 01:26:38.812  
Luis Olmedo: and and we need to make that  
718  
01:26:39.330 --> 01:26:40.430  
Luis Olmedo: a  
719  
01:26:40.920 --> 01:26:42.199  
Luis Olmedo: a  
720  
01:26:42.530 --> 01:26:52.760  
Luis Olmedo: commonly used term whenever we talk about disadvantaged communities don't give us, you know, more paper don't give us more education. Yes, that is necessary.  
721  
01:26:52.970 --> 01:27:05.169  
Luis Olmedo: But equity equals capital. And these programs need to be designed to bring equity and capital into these rural clean transportation deserts.  
722  
01:27:05.440 --> 01:27:06.160  
Luis Olmedo : Thank you.  
723  
01:27:11.100 --> 01:27:11.910  
: You.  
724  
01:27:12.460 --> 01:27:13.500  
Charles Smith (CEC): Thank you.  
725  
01:27:16.480 --> 01:27:22.018  
Charles Smith (CEC): have, additional speakers in the room before we cut back to  
726  
01:27:22.920 --> 01:27:24.309  
Charles Smith (CEC): Remote comment.  
727  
01:27:26.240 --> 01:27:32.090  
Charles Smith (CEC): None at the moment. Next, Speaker, we have remote is Jon Hart.  
728  
01:27:32.200 --> 01:27:33.319  
Charles Smith (CEC): Please go ahead.  
729  
01:27:33.830 --> 01:27:35.217  
Jon Hart: Yes, thank you.  
730  
01:27:36.525 --> 01:27:48.839

Jon Hart: I think the the speaker, maybe if it was Luis, whoever was just talking touched on a few of these points and kind of questions. I have, wanted to talk specifically and ask questions about the compliance.

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01:27:48.900 --> 01:27:54.050

Jon Hart: A few of the different requirements were just mentioned with the reliability

732

01:27:54.916 --> 01:27:57.124

Jon Hart: and payment methods

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01:27:58.210 --> 01:28:08.859

Jon Hart: across just the Energy Commission itself. There are a lot of different compliance requirements either in place or coming up. So just mentioned the reliability payment

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01:28:08.910 --> 01:28:15.770

Jon Hart: requirements. There's also communication standards with 15118 OCPP potentially OCPI,

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01:28:17.640 --> 01:28:30.920

Jon Hart: energy star there's different certifications. And then you get into other organizations. Agencies like the Air Resources Board also has partial oversight of payment requirements and

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01:28:30.950 --> 01:28:35.686

Jon Hart: stickers and labeling. And then you have CDFA, who oversees

737

01:28:36.320 --> 01:28:38.330

Jon Hart: monitors and CTEP.

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01:28:39.330 --> 01:28:42.976

Jon Hart: CPUC. Which they have their own. So my my point here is,

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01:28:43.890 --> 01:29:03.030

Jon Hart: as you start to zoom out at all these different agencies. There are dozens of different compliance requirements. Each one of these creates costs whether it's soft costs of time to track or implement it, or a hard costs of you need to actually change your hardware to be compliant with it.

740

01:29:04.620 --> 01:29:07.562

Jon Hart: I think a lot of these are very

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01:29:08.636 --> 01:29:23.789

Jon Hart: they. They serve a purpose to make the charging experience better for the customer. Some of them, I believe, could be argued, are unnecessary. I think energy star certification is a good example of. There's not too much value for the customer being brought there.

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01:29:23.860 --> 01:29:46.020

Jon Hart: or anyway, there could be others there, argued and then within these requirements you also, then get into. Is it publicly funded? Is a public site? What's the date? And anyway, there's many different ways to

slice this, we have probably a 15 tab excel sheet internally where we're tracking compliance requirements just within California.

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01:29:46.738 --> 01:29:48.850

Jon Hart: With that context, I'm

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01:29:48.890 --> 01:30:00.990

Jon Hart: curious to know what are efforts within the Energy Commission to try to streamline or simplify these processes so that there's not so many different dates and

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01:30:01.487 --> 01:30:30.890

Jon Hart: different criteria like, is it publicly funded? Is it a public charger, or is it whatever? What are efforts to simplify Streamline? These compliance requirements within the Energy Commission, and then going broader across agencies. To try and simplify this I would say, with the ultimate goal of bringing down time and and cost to implement it, which then has impacts on customers who are, ultimately gonna have to pay for increased cost of EV charging.

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01:30:33.000 --> 01:30:41.779

Charles Smith (CEC): Thank you for that. I believe Dustin Schell with our Fuels and Transportation team is available to try to response on that.

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01:30:43.230 --> 01:30:43.700

Charles Smith (CEC): Yeah.

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01:30:43.700 --> 01:30:46.386

Dustin Schell: Hi, Jon, thanks for the the question.

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01:30:47.210 --> 01:30:53.776

Dustin Schell: th! There's not an easy answer to that. There are a lot of requirements that are either in place now or in the works.

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01:30:54.090 --> 01:30:59.239

Dustin Schell: I think the the simplest version is that we are pushing towards standardization

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01:30:59.290 --> 01:31:05.829

Dustin Schell: around a few common protocols, such as ISO 15118, and OCPP. And

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01:31:06.330 --> 01:31:23.790

Dustin Schell: as we move more towards that standardization, you'll see a lot less fragmentation and standards so kind of touching on the dates that you pointed to in the proposed regulation there are different requirements dependent upon when the charger was installed in that regulation. Again, it's just proposed at the stage in the game.

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01:31:24.220 --> 01:31:46.299

Dustin Schell: but that was to give industry time to adapt to the the requirements to use standardized communications protocols. I'm using that as a bit of a foil here. So we are pushing to streamline towards that

referencing some of CARB's oversight of payment. Stuff sb, oh, goodness gracious! I'm sorry the Senate Bill numbers escaping me. I think.  
754

01:31:46.300 --> 01:31:47.870

Jon Hart: 123. It's probably.

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01:31:47.870 --> 01:31:58.959

Dustin Schell: 123. Thank you. That's embarrassing. That that did transition that authority to CARB. We're we're we're in the beginning phases of working through rulemaking, and that the requirements

756

01:31:59.000 --> 01:32:12.880

Dustin Schell: that will supplant CARB's current regulation wh. Whenever that that process is finished will be streamlined with the the reliability regulation that's currently proposed. So ideally, everything will start to coalesce around one set of standards

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01:32:12.880 --> 01:32:29.209

Dustin Schell: and and one set of regulations, and it will also make it easier in terms of the requirements in in grant funding opportunities, because we can begin to strip out some of those requirements from specific grant funding opportunities and just have one standard set of guidelines rules.

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01:32:29.430 --> 01:32:32.700

Dustin Schell: however, you want to phrase it. In in those regulations.

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01:32:33.200 --> 01:32:43.039

Jon Hart: Okay. Thank you, Dustin. I I appreciate that insight. I I think that would be the best way to go of really having a single set of compliance requirements and

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01:32:43.563 --> 01:32:51.639

Jon Hart: programs individual programs based their requirements on that single set of requirements rather than individual programs having their own

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01:32:52.056 --> 01:33:04.493

Jon Hart: and appreciate what you mentioned with the Air Resources Board. There's still a lot of confusion, I think, within industry of who is going to see all the different parts of that. Does Air Resources Board give up everything such as

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01:33:04.840 --> 01:33:28.469

Jon Hart: the the stickers you have to put on your charger? Is Air Resources Board so going to be over that, or that'd be Energy commission, so would appreciate and and ask for a very explicit direction from the Energy Commission on. Who is the overseeing agency? How is that going to be enforced or regulated? Because all of that is is not clear. The legislation was not extremely

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01:33:28.878 --> 01:33:38.470

Jon Hart: clear on that, and so would appreciate throughout this year as those are being developed. I guess. Very explicit direction on oversight.  
And

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01:33:39.400 --> 01:33:42.160

Jon Hart: who's the regulatory agency on that. Thank you.

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01:33:42.470 --> 01:33:43.709

Dustin Schell: Absolutely. Thank you.

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01:33:45.830 --> 01:33:49.060

Charles Smith (CEC): Alright, thank you, Jon, and thank you Dustin.

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01:33:49.490 --> 01:33:53.820

Charles Smith (CEC): Next in the queue we have Sam Wilson. Sam, please go ahead.

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01:33:55.160 --> 01:33:56.552

Sam Wilson: Yeah, thanks so much.

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01:33:57.440 --> 01:34:02.949

Sam Wilson: I was just wondering, I if Staff could speak kind of at a high level

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01:34:02.990 --> 01:34:09.840

Sam Wilson: to the rationale for or maybe I guess I should say legal, technical or environmental rationale

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01:34:10.544 --> 01:34:13.161

Sam Wilson: and the breakdown between

772

01:34:15.137 --> 01:34:27.315

Sam Wilson: funding for infrastructure for heavy duty BEV versus hydrogen fuel cell. And just some context to what I'm asking. I I

773

01:34:28.864 --> 01:34:30.960

Sam Wilson: one. Well, I guess

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01:34:31.370 --> 01:34:34.907

Sam Wilson: we should just, or I would just wanna throw out. I guess that.

775

01:34:35.847 --> 01:34:39.119

Sam Wilson: you know, my, my understanding is that

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01:34:39.731 --> 01:34:48.090

Sam Wilson: you know, there are a number of green hydrogen requirements for for transportation in the State.

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01:34:48.547 --> 01:35:03.944

Sam Wilson: But a lot of this is still, you know, on paper book and claim. The current science is showing that when you look at grams per grams of CO2 per distance

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01:35:05.310 --> 01:35:10.420

Sam Wilson: hydrogen fuel from from natural gas is around  
779

01:35:10.420 --> 01:35:34.960

Sam Wilson: twice the impact of of the current grid mix for BEVs and I just wanna make sure that you know we're we're accounting for these life cycle impacts from different fuels. Also, you know, when we, while you know on paper, we may have green hydrogen in certain places that doesn't really account for the cumulative and direct impacts to  
780

01:35:35.350 --> 01:35:39.186

Sam Wilson: disproportionately impacted communities that are living around these production facilities.  
781

01:35:39.892 --> 01:36:08.610

Sam Wilson: So curious if you can speak to that. And also just for the record, want to say that, you know I'm not a anti hydrogen activist showing up here. This is, you know, just wanting to make sure that our investments are actually moving us to a place of, you know, environment, strong environmental performance and true equity building for these communities that continue to be disproportionately impacted by our freight system. So I'd appreciate just a just a high level thought on on your rationale. There.  
782

01:36:11.254 --> 01:36:18.859

Patty Monahan: Why don't I take this but, Sam, I would say, you know, the next section is, gonna talk more about our investments historical, and  
783

01:36:18.980 --> 01:36:32.650

Patty Monahan: and the one what we're looking for, you know, forward to doing. But I would say, you know, by by legislation we were required to spend 15% of clean transportation program funding until we had a hundred stations operational.  
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01:36:32.730 --> 01:36:38.195

Patty Monahan: As Katrina mentioned, we also had a stake goal of having 200 hydrogen stations.  
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01:36:38.710 --> 01:36:42.479

Patty Monahan: and you know, so we were. We have been  
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01:36:42.740 --> 01:36:50.400

Patty Monahan: following that, but also investing more in medium and heavy duty vehicles which are often behind the fence, not  
787

01:36:50.410 --> 01:36:54.359

Patty Monahan: not public. In the same way that light duty refueling is  
788

01:36:54.816 --> 01:37:05.360

Patty Monahan: and the new legislation requires us to continue to spend money on hydrogen through 2030 to meet market needs. And there's some specific requirements about  
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01:37:05.887 --> 01:37:09.439

Patty Monahan: timing for for funding that every year.

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01:37:09.895 --> 01:37:17.840

Patty Monahan: I will say, you know we're really laser focused, as I mentioned before, on making sure that people who have fuel cell vehicles can refuel them

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01:37:18.391 --> 01:37:29.008

Patty Monahan: and improving the customer experience, improving the reliability. Also, you know, we're seeing a lot of interest in the medium and heavy duty side for hydrogen. So we'll share more about that

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01:37:29.540 --> 01:37:39.829

Patty Monahan: coming up. But we welcome your feedback and ideas about what we should do to advance the zero emission vehicle market so just broadly between batteries and fuel cells.

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01:37:45.590 --> 01:37:47.870

Charles Smith (CEC): Thank you, Sam, and thank you, Commissioner.

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01:37:48.684 --> 01:37:54.210

Charles Smith (CEC): Next speaker in the queue is Kevin Hamilton. Kevin, do you wanna go ahead.

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01:37:55.180 --> 01:37:58.690

Kevin Hamilton (CCAC): Sure. Good morning. Thank you for the opportunity.

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01:37:58.950 --> 01:38:03.550

Kevin Hamilton (CCAC): 1st of all, I I wanted to just comment on past work of the

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01:38:03.570 --> 01:38:10.470

Kevin Hamilton (CCAC): of this group, and it's a pleasure to see new hydrogen facilities going up in the San Joaquin Valley.

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01:38:11.490 --> 01:38:12.629

Kevin Hamilton (CCAC): I remember

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01:38:12.680 --> 01:38:20.880

Kevin Hamilton (CCAC): 5 or 6 years ago there was only going to be one. And now we've got several that are actively being constructed. I'm really thrilled about that. So

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01:38:20.950 --> 01:38:23.450

Kevin Hamilton (CCAC): I thank the Commission for following up

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01:38:23.740 --> 01:38:24.750

Kevin Hamilton (CCAC): there.

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01:38:26.050 --> 01:38:28.449

Kevin Hamilton (CCAC): another piece of this is

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01:38:30.030 --> 01:38:32.189

Kevin Hamilton (CCAC): We tend to rely on.

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01:38:32.714 --> 01:38:37.659

Kevin Hamilton (CCAC): The IOU's just like air districts to get information out

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01:38:37.850 --> 01:38:39.900

Kevin Hamilton (CCAC): about programs that

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01:38:40.080 --> 01:38:43.190

Kevin Hamilton (CCAC): individuals and groups can use.

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01:38:43.520 --> 01:38:50.590

Kevin Hamilton (CCAC): and our experience has been that they're not necessarily the best trusted messengers for these things, and people look at them more as

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01:38:50.680 --> 01:38:57.220

Kevin Hamilton (CCAC): an annoyance, and something to be avoided, or something they associate with having to pay a lot of money to.

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01:38:57.280 --> 01:38:59.720

Kevin Hamilton (CCAC): and sadly are not looking to them.

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01:39:00.331 --> 01:39:05.190

Kevin Hamilton (CCAC): As the resources that they actually can be and and are.

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01:39:07.320 --> 01:39:12.839

Kevin Hamilton (CCAC): but moving past that quickly, the one gap that I've seen, and it was touched on briefly

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01:39:12.940 --> 01:39:20.259

Kevin Hamilton (CCAC): there, and the opportunity that I think we're missing. And again I made the IOU comment intentionally.

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01:39:20.470 --> 01:39:21.470

Kevin Hamilton (CCAC): is.

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01:39:21.980 --> 01:39:27.250

Kevin Hamilton (CCAC): most people don't know that they can actually charge their vehicles from home.

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01:39:27.780 --> 01:39:44.369

Kevin Hamilton (CCAC): and we have found that I've talked to so many EV owners at this point who do not realize that they can literally run an extension cord from their house. It doesn't have to be 220, and if they're commuting from work to home they can charge their their car overnight.

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01:39:44.520 --> 01:39:48.579

Kevin Hamilton (CCAC): My friend and colleague and fellow conspirator at CCAC.

817

01:39:49.089 --> 01:39:53.139



Kevin Hamilton (CCAC): Does that has been doing it now for a number of years, and he

818

01:39:53.230 --> 01:40:03.649

Kevin Hamilton (CCAC): very seldom ever bothers to go to a charger. I am not suggesting that we do not focus intensely on getting the public charging network up and operating.

819

01:40:03.680 --> 01:40:08.650

Kevin Hamilton (CCAC): I am suggesting that a a public communications program

820

01:40:08.690 --> 01:40:13.740

Kevin Hamilton (CCAC): needs to be launched, and we need to remember that not everybody's in an IOU.

821

01:40:13.750 --> 01:40:15.750

Kevin Hamilton (CCAC): And though even the folks that are.

822

01:40:15.930 --> 01:40:22.480

Kevin Hamilton (CCAC): When they get communications from them. It tends to be bad and involve paying money, so they often don't pay attention.

823

01:40:23.126 --> 01:40:49.250

Kevin Hamilton (CCAC): For people I know who bought EVs, dealerships did not tell them about any incentive for paying for a charger to be installed for their home. So dealer education is critical. On this side, too. We talk about it a lot on the EV side, but on the EVI side I don't think we talk about it nearly as much, or maybe it's left to the IOUs. But I can tell you, in our, in my personal experience, in our experience

824

01:40:49.320 --> 01:40:54.580

Kevin Hamilton (CCAC): as the CBEC group, the collaborative EV group in the valley. Here

825

01:40:54.590 --> 01:40:59.420

Kevin Hamilton (CCAC): we are not seeing again that message passing on to those folks.

826

01:41:00.420 --> 01:41:03.789

Kevin Hamilton (CCAC): There are a lot of strategies people can use to

827

01:41:03.870 --> 01:41:10.500

Kevin Hamilton (CCAC): to allay their range anxiety, especially when they're traveling. I was just thinking earlier of the fact that

828

01:41:10.570 --> 01:41:28.430

Kevin Hamilton (CCAC): I'm gonna go to an arb AR like Airbnb. Excuse me, Arb. What is that? Arbies, Airbnb? Here in a few weeks with family coming from Texas, and I'm throwing an extension cord in a car. If I'm taking an EV, you know, I mean, it's

829

01:41:28.660 --> 01:41:31.740

Kevin Hamilton (CCAC): it's just simple things like this that we could.

830

01:41:31.840 --> 01:41:38.179

Kevin Hamilton (CCAC): We could push out there that might make the public a little more comfortable with this, and a little more confident

831

01:41:38.370 --> 01:41:50.839

Kevin Hamilton (CCAC): that this this charger system, which again we hear, reports time and time again of it, was on the map, but I got there, and it was broken, or it was on the map, and I got there, and there were already 2 people in line.

832

01:41:50.890 --> 01:41:53.710

Kevin Hamilton (CCAC): So you know, how do we address these things? Well.

833

01:41:53.770 --> 01:42:03.630

Kevin Hamilton (CCAC): you know, there's there's again this idea of a public communications program that I think CEC, quite honestly, is best to manage in the beginning, at least.

834

01:42:04.233 --> 01:42:14.150

Kevin Hamilton (CCAC): And put a little money behind all the other issues that you know, that I would speak to have been really well covered by this group, and I don't want to be repetitive here.

835

01:42:14.260 --> 01:42:16.030

Kevin Hamilton (CCAC): Thank you very much for your time.

836

01:42:19.620 --> 01:42:20.710

Charles Smith (CEC): Thank you. Kevin.

837

01:42:22.722 --> 01:42:47.090

Charles Smith (CEC): we have, one more advisory committee member who has raised their hand. In case there are others. I just wanna remind everybody. Look for the raised hand button into the bottom of your zoom screen. If you don't see it, it may be under the more button as well, and as well. Ask any advisory committee members in the room to just make an indication if they would like to speak. At this point also.

838

01:42:48.930 --> 01:42:54.329

Charles Smith (CEC): Our next speaker is Bill Magavern. Bill, would you like to go ahead.

839

01:42:54.930 --> 01:43:12.660

Bill Magavern: Yes, thank you. And it's actually fortuitous timing that I get to follow my friend Kevin Hamilton, because I also want to talk about level one charging. And my question is, how much support is CEC. Giving for level one charging in multi unit dwellings?

840

01:43:12.690 --> 01:43:19.860

Bill Magavern: The reason, I ask is, we know that the infrastructure and multi unit dwellings is one of our biggest challenges

841

01:43:20.160 --> 01:43:38.100

Bill Magavern: and level one can be a great solution. I completely agree with Kevin that it's not well enough known how easy it is to charge an EV with simple level one charging. All it really takes is an outlet.

842

01:43:38.320 --> 01:43:41.170

Bill Magavern: and we need. We need to get the word out on that.

843

01:43:41.570 --> 01:43:54.209

Bill Magavern: And by far the vast majority of Californians could actually meet their daily charging needs with level one, and at far less expense than installing the the faster charging

844

01:43:54.831 --> 01:43:59.159

Bill Magavern: also, like Kevin. You know, I often

845

01:43:59.200 --> 01:44:22.399

Bill Magavern: charge at Airbnb's. Bring an extension cord in the car, and I've actually suggested to this to CEC. Before, and I'll bring it up again. I think CEC. Should talk with Airbnb about asking them to have their host just include a notation of whether charging is available, which means simply, is there a socket

846

01:44:22.540 --> 01:44:35.640

Bill Magavern: at the dwelling that the guest can plug into. And if there's that visibility, I think that will help to educate people that on their trips they can simply just plug in

847

01:44:35.790 --> 01:44:36.610

Bill Magavern: thanks.

848

01:44:39.760 --> 01:44:51.960

Charles Smith (CEC): Thank you, Bill. Luis, you raised your hand. Did you want to build on Bill's comment before we respond to one of the specifics of his questions. Or should we respond to the specifics? Question 1st and then hear from you?

849

01:44:52.850 --> 01:45:06.600

Charles Smith (CEC): Oh, no, no. This is in separate, okay, great, similar. But okay, I want yeah, separate in that case, Danny, with the fuels and transportation division would you be able to respond to Bill's questions.

850

01:45:06.940 --> 01:45:10.400

Danny Leung: Yeah. Ha! Happy to respond to the

851

01:45:10.823 --> 01:45:34.626

Danny Leung: level one comment. We recently had a solicitation called REACH 2.0 that focuses on multi unit dwelling, charging and and that solicitation does open that did allow for level one charging. I'm I'm working within an applicant right now who is installing level one charging for that for apartment complexes using CEC funds.

852

01:45:35.561 --> 01:45:40.178

Danny Leung: And then we. We were continuing to also work with

853

01:45:41.120 --> 01:45:51.000

Danny Leung: the building agency on the CALGreen code, and ensuring that there is equitable access even with level one charging on multi unit dwellings.

854

01:45:53.570 --> 01:45:56.449

Charles Smith (CEC): Great. Thank you, Danny. Thank you for being available for that.

855

01:46:00.470 --> 01:46:04.050

Charles Smith (CEC): Joel Levin. You have your hand raised. Would you like to speak next.

856

01:46:04.480 --> 01:46:30.200

Joel Levin: Yeah, Hi, I'm Joel with Plugin America, and I I just wanted to sort of pile on to the comments that Kevin and Bill. And I guess, Danny, were making about level one. We do surveys of EV drivers, and we've shown that among EV drivers who charge at home about a quarter of them use level one. It's actually pretty common to, as Kevin was saying, just throw up.

857

01:46:30.200 --> 01:46:35.130

Joel Levin: throw an extension cord out and and plug your car. In fact.

858

01:46:35.130 --> 01:46:57.449

Joel Levin: you know, in my neighborhood I have several of my neighbors who I see them charging their car all the time with level one we found that for people that drive no more than about 40 miles a day on average level one works just fine to charge your car overnight, and it's a simple, cheap solution it tends to be not promoted very well, because there's no profit margin in it, because it's inexpensive. So like.

859

01:46:57.450 --> 01:47:22.030

Joel Levin: you know, a lot of charging companies don't don't like it, cause there's no money in it. So for apartment buildings to, you know, rather than upgrade your panel and put a lot of pressure on the grid and put it a whole bunch of a high power charging just to put in a bank. A of plugs works pretty good for most people most of the time. And so wanted to encourage level one to be part of the solution because.

860

01:47:22.490 --> 01:47:36.889

Joel Levin: you know, for people that don't drive long distances, level one works mostly fine. And if you're gonna go on a big road trip, you can go charge at a level, 2 charger or a fast charge or something, but for day to day level one looks works really good for a lot of people. Thank you.

861

01:47:39.570 --> 01:47:40.327

Charles Smith (CEC): Thank you, Joel.

862

01:47:40.930 --> 01:47:48.008

Charles Smith (CEC): I'll do one last check. I don't see any raised hands on the zoom the

863  
01:47:48.550 --> 01:47:50.450  
Charles Smith (CEC): additional raised hands in the room.  
864  
01:47:51.700 --> 01:47:53.320  
Charles Smith (CEC): Luis, go ahead.  
865  
01:47:55.560 --> 01:47:57.640  
Luis Olmedo: Just yeah. Just on the  
866  
01:47:57.680 --> 01:48:00.782  
Luis Olmedo: theme of level ones. Level twos, level threes  
867  
01:48:01.480 --> 01:48:02.939  
Luis Olmedo: had experience  
868  
01:48:03.140 --> 01:48:04.330  
Luis Olmedo: in all 3  
869  
01:48:05.160 --> 01:48:05.910  
Luis Olmedo: act  
870  
01:48:06.210 --> 01:48:07.820  
Luis Olmedo: based to level one  
871  
01:48:08.380 --> 01:48:09.809  
Luis Olmedo: at a home  
872  
01:48:10.520 --> 01:48:11.700  
Luis Olmedo: and  
873  
01:48:12.108 --> 01:48:13.900  
Luis Olmedo: One thing that I'm not.  
874  
01:48:14.320 --> 01:48:16.239  
Luis Olmedo: seems factored in is  
875  
01:48:16.960 --> 01:48:18.310  
Luis Olmedo: disadvantaged  
876  
01:48:18.510 --> 01:48:19.850  
Luis Olmedo: communities.  
877  
01:48:22.080 --> 01:48:27.349  
Luis Olmedo: It's not as simple as yeah. You can just drop a cord and  
plug. In  
878  
01:48:28.720 --> 01:48:30.279  
Luis Olmedo: in many cases.  
879  
01:48:31.160 --> 01:48:33.559  
Luis Olmedo: even in the better condition homes  
880  
01:48:36.080 --> 01:48:38.999

Luis Olmedo: disadvantaged communities. One is you. You have  
881  
01:48:39.230 --> 01:48:40.880  
Luis Olmedo: energy limitations.  
882  
01:48:41.390 --> 01:48:43.620  
Luis Olmedo: Don't have the infrastructure there.  
883  
01:48:44.740 --> 01:48:46.899  
Luis Olmedo: When you plug into a house  
884  
01:48:47.250 --> 01:48:51.370  
Luis Olmedo: that is 30, 40, 50, 60, 70, 80 years old.  
885  
01:48:51.650 --> 01:48:53.730  
Luis Olmedo: in a rural community  
886  
01:48:53.740 --> 01:48:55.289  
Luis Olmedo: you're gonna pop a breaker.  
887  
01:48:57.060 --> 01:48:58.190  
Luis Olmedo: So  
888  
01:49:00.090 --> 01:49:03.589  
Luis Olmedo: again, it goes back to what's the equity component  
889  
01:49:04.390 --> 01:49:07.430  
Luis Olmedo: for those disadvantaged communities.  
890  
01:49:08.310 --> 01:49:10.390  
Luis Olmedo: Fixed income, low income.  
891  
01:49:10.540 --> 01:49:11.950  
Luis Olmedo: no income homes.  
892  
01:49:13.400 --> 01:49:16.770  
Luis Olmedo: I I don't see it. It might be there.  
893  
01:49:17.270 --> 01:49:20.209  
Luis Olmedo: But we're not talking about it. We assume.  
894  
01:49:20.700 --> 01:49:23.040  
Luis Olmedo: Everybody has a home  
895  
01:49:23.260 --> 01:49:26.990  
Luis Olmedo: that you can plug in an iron to iron your clothes.  
896  
01:49:27.300 --> 01:49:31.310  
Luis Olmedo: You can plug in a a hair blower.  
897  
01:49:31.450 --> 01:49:35.430  
Luis Olmedo: and then you can plug in a car. And that's not correct.  
898  
01:49:37.180 --> 01:49:39.960

Luis Olmedo: Even in my home I've had issues  
899  
01:49:40.060 --> 01:49:41.310  
Luis Olmedo: with breakers.  
900  
01:49:42.390 --> 01:49:44.309  
Luis Olmedo: and that costs money  
901  
01:49:45.090 --> 01:49:47.089  
Luis Olmedo: gonna plug in a car  
902  
01:49:47.200 --> 01:49:49.980  
Luis Olmedo: more times I do not disadvantage homes.  
903  
01:49:50.390 --> 01:49:53.360  
Luis Olmedo: I know California is not trying to leave behind  
904  
01:49:54.620 --> 01:49:58.219  
Luis Olmedo: will have problems with breakers, and they will have to  
upgrade.  
905  
01:49:58.360 --> 01:50:02.149  
Luis Olmedo: and that means that they will have to pull permits. They're  
gonna do it right.  
906  
01:50:03.710 --> 01:50:05.440  
Luis Olmedo: That's gonna cost money.  
907  
01:50:06.150 --> 01:50:09.480  
Luis Olmedo: And they're gonna have to bring a certified electrician.  
908  
01:50:09.550 --> 01:50:11.540  
Luis Olmedo: And that's gonna cost money.  
909  
01:50:12.090 --> 01:50:21.270  
Luis Olmedo: It's not as simple as let's just put it in the mail and send  
them an extension court. That's not how it really works for disadvantaged  
low income.  
910  
01:50:21.410 --> 01:50:23.340  
Luis Olmedo: fixed income, no income.  
911  
01:50:23.860 --> 01:50:28.989  
Luis Olmedo: We need to talk about that. Otherwise, we keep ignoring  
these issues  
912  
01:50:29.530 --> 01:50:34.909  
Luis Olmedo: actually been able to also install over 2 years ago. Now, I  
think, or close to 2 years  
913  
01:50:35.430 --> 01:50:36.670  
Luis Olmedo: level twos.  
914  
01:50:37.320 --> 01:50:40.890

Luis Olmedo: and we've been offering publicly available  
915  
01:50:40.950 --> 01:50:42.990  
Luis Olmedo: free charging.  
916  
01:50:44.780 --> 01:50:45.990  
Luis Olmedo: It's not  
917  
01:50:46.450 --> 01:50:48.400  
Luis Olmedo: cost prohibitive.  
918  
01:50:48.940 --> 01:50:50.530  
Luis Olmedo: It's affordable  
919  
01:50:50.810 --> 01:50:52.900  
Luis Olmedo: The state needs to start  
920  
01:50:53.540 --> 01:50:55.620  
Luis Olmedo: supporting the infrastructure  
921  
01:50:55.710 --> 01:50:58.640  
Luis Olmedo: and supporting the energy costs.  
922  
01:50:58.720 --> 01:51:05.559  
Luis Olmedo: because you can support at least until we get the  
infrastructure and we get the adoption.  
923  
01:51:05.600 --> 01:51:07.530  
Luis Olmedo: It's not that expensive  
924  
01:51:07.840 --> 01:51:13.500  
Luis Olmedo: shouldn't be making, you know huge profits off level 2  
publicly available chargers.  
925  
01:51:14.000 --> 01:51:17.180  
Luis Olmedo: level threes. Yes, that's expensive.  
926  
01:51:17.540 --> 01:51:20.650  
Luis Olmedo: and we still need to deal with the energy demand charge.  
927  
01:51:21.230 --> 01:51:23.679  
Luis Olmedo: 'cause that's the scary part.  
928  
01:51:24.010 --> 01:51:25.689  
Luis Olmedo: That's not usage.  
929  
01:51:25.810 --> 01:51:29.589  
Luis Olmedo: That's just to have the available energy there.  
930  
01:51:29.660 --> 01:51:32.239  
Luis Olmedo: And so there needs to be policy.  
931  
01:51:32.860 --> 01:51:35.489  
Luis Olmedo: If California wants to make sure that



932  
01:51:36.050 --> 01:51:39.690  
Luis Olmedo: the energy demand charge doesn't become a barrier  
933  
01:51:39.740 --> 01:51:41.030  
Luis Olmedo: or a burden.  
934  
01:51:42.640 --> 01:51:45.860  
Luis Olmedo: so I don't know what the fix is there, but I just wanted to  
flag that  
935  
01:51:47.130 --> 01:51:49.710  
Luis Olmedo: if it's if it's already in the plan.  
936  
01:51:50.600 --> 01:51:54.860  
Luis Olmedo: would love to hear where and how it's being thought about  
937  
01:51:54.930 --> 01:51:56.350  
Luis Olmedo: how level ones  
938  
01:51:56.670 --> 01:51:58.379  
Luis Olmedo: and level twos  
939  
01:51:58.640 --> 01:52:02.409  
Luis Olmedo: are reaching the most vulnerable disadvantage harder reach.  
940  
01:52:03.035 --> 01:52:07.200  
Luis Olmedo: Communities that are gonna face significant struggles.  
941  
01:52:08.500 --> 01:52:10.040  
Luis Olmedo: With adopting  
942  
01:52:11.170 --> 01:52:12.379  
Luis Olmedo: these  
943  
01:52:12.520 --> 01:52:13.720  
Luis Olmedo: electric  
944  
01:52:14.190 --> 01:52:16.630  
Luis Olmedo: vehicles and charging stations.  
945  
01:52:17.453 --> 01:52:19.470  
Luis Olmedo: Which are gonna be critical  
946  
01:52:19.950 --> 01:52:22.340  
Luis Olmedo: for the success of California's  
947  
01:52:22.520 --> 01:52:24.920  
Luis Olmedo: metropolitan areas as well.  
948  
01:52:25.360 --> 01:52:27.979  
Luis Olmedo: An an interstate problem.  
949  
01:52:32.270 --> 01:52:33.876

Charles Smith (CEC): Thank you, Luis.  
950  
01:52:41.548 --> 01:52:43.461  
Charles Smith (CEC): looks like we have.  
951  
01:52:44.430 --> 01:52:46.919  
Charles Smith (CEC): Vanessa. Have your hand raised.  
952  
01:52:47.220 --> 01:52:48.440  
Charles Smith (CEC): Please go ahead.  
953  
01:52:49.620 --> 01:52:56.250  
Vanessa Warheit, EVCAC: Thank you. I just wanted to add a little bit of  
color to the this conversation. I wanna  
954  
01:52:56.310 --> 01:53:07.454  
Vanessa Warheit, EVCAC: definitely agree with my colleagues on the on the  
advantages of low power charging, and just add a little nuance to that.  
So  
955  
01:53:08.190 --> 01:53:15.680  
Vanessa Warheit, EVCAC: low powered charging comes in a variety of this  
is a very non-technical word, but flavors  
956  
01:53:16.134 --> 01:53:26.130  
Vanessa Warheit, EVCAC: e. Everything from the 110, 120 outlet, which is  
how my family personally we were renters in a hundred year old  
957  
01:53:26.450 --> 01:53:40.119  
Vanessa Warheit, EVCAC: very, very modest building, but it did happen to  
have off street parking, and we were able to run that extension cord. I  
will say that is not a particularly safe option for a lot of people. So  
it's not something we wanna be  
958  
01:53:40.473 --> 01:53:58.170  
Vanessa Warheit, EVCAC: building into new construction for sure, but in  
terms of the difference between being able to drive an EV and not is  
often whether or not you have that 110 volt outlet somewhere near your  
parking space, and enough panel capacity to not blow your circuit.  
959  
01:53:58.809 --> 01:53:59.410  
Vanessa Warheit, EVCAC: So  
960  
01:53:59.430 --> 01:54:06.539  
Vanessa Warheit, EVCAC: we were able to figure out which plug to plug  
into, so that we didn't have to plug in a microwave or anything else, and  
not blow a fuse.  
961  
01:54:07.566 --> 01:54:09.339  
Vanessa Warheit, EVCAC: And and  
962  
01:54:09.600 --> 01:54:21.440

Vanessa Warheit, EVCAC: there are I. I also really really want to agree with Luis that market based solutions are not always equitable. In fact, most of the time are not when it comes especially to home charging.

963

01:54:21.490 --> 01:54:27.650

Vanessa Warheit, EVCAC: and there are some hardwired solutions that can offer, manage charging

964

01:54:27.720 --> 01:54:28.485

Vanessa Warheit, EVCAC: to

965

01:54:29.600 --> 01:54:32.930

Vanessa Warheit, EVCAC: to not insert a commercial middleman into the

966

01:54:32.970 --> 01:54:42.590

Vanessa Warheit, EVCAC: process. The charging process to keep those costs low, and keep it possible for residents to charge at residential utility regulated rates.

967

01:54:42.670 --> 01:54:58.179

Vanessa Warheit, EVCAC: but also be really efficient with the power. So 240 power is just more efficient than 120, but you can split it so you can have one 240 circuit and then split it 4 ways. Which delivers the same power, but more efficiently.

968

01:54:58.280 --> 01:55:06.039

Vanessa Warheit, EVCAC: I also wanna note that Luis is right. A lot of times panel upgrades are needed, but they may not be needed to the extent that

969

01:55:06.400 --> 01:55:13.010

Vanessa Warheit, EVCAC: that folks typically think they're needed. And I want to point everyone here to a concept called the Watt Diet.

970

01:55:13.330 --> 01:55:31.380

Vanessa Warheit, EVCAC: Redwood. Energy has it on their website. I can share the link in the chat in a moment. But the basic concept is, you don't need necessarily a 200 amp panel which is, gonna require dealing with your IOU if you're in their territory. Getting more pan, getting more power to the building that costs money, it takes time.

971

01:55:31.380 --> 01:55:52.809

Vanessa Warheit, EVCAC: You don't necessarily need that. You just need to be smart about how that panel is allocated. There are things called dryer buddies, but there are other ways that we that you can share power in a domestic environment between, say, the washer or dryer electric dryer and your EV, and and they work flawlessly.

972

01:55:53.130 --> 01:55:56.720

Vanessa Warheit, EVCAC: So I just, I just wanted to add that sort of technical

973

01:55:56.820 --> 01:56:01.909

Vanessa Warheit, EVCAC: color to this conversation and definitely encourage non-commercial

974

01:56:02.150 --> 01:56:06.359

Vanessa Warheit, EVCAC: solutions for especially renters and low-income communities.

975

01:56:11.830 --> 01:56:17.059

Charles Smith: Thank you. Thank you both. Just a reminder that we will be talking more about.

976

01:56:18.130 --> 01:56:20.520

Charles Smith: I didn't realize my mic

977

01:56:21.023 --> 01:56:21.830

Charles Smith: was off.

978

01:56:24.210 --> 01:56:26.432

Charles Smith (CEC): Mixed up my mutes. Sorry about that, everybody.

979

01:56:28.180 --> 01:56:40.540

Charles Smith (CEC): just a reminder that we will be talking more about Energy Commission funding for different charging infrastructure strategies in the next set of sets of slides as well. So more to come on that

980

01:56:43.120 --> 01:56:48.700

Charles Smith (CEC): Joel Levin, I believe you may have re raised your hand. You still want to speak on that.

981

01:56:48.982 --> 01:56:58.027

Joel Levin: Yeah, I just had a quick comment to respond to Luis about level one charging. And I, I, Vanessa, actually captured some of the things I was gonna say. As well that

982

01:56:58.330 --> 01:57:18.879

Joel Levin: in in order to use level one charging for your car. It's not necessarily gonna be free, but I don't. I don't know that that's the metric we should be looking at. It's gonna be cheaper than than level 2, and much less likely to require a panel upgrade, which is the big expense. And it's gonna be a lot cheaper than gasoline. So it's gonna be.

983

01:57:18.880 --> 01:57:36.028

Joel Levin: you know, not free, but but cheaper than level 2 and cheaper than level one. So a a more inexpensive option you're you're generally gonna need a dedicated circuit with probably a 20 amp breaker on it, and that might require some electrical work. But again, it's gonna be less expensive than than anything else.

984

01:57:36.660 --> 01:57:52.989

Joel Levin: and true, with an old house, not everyone is gonna have that. But it's gonna be probably less costly to put in than level 2 and less likely to trigger a panel upgrade and and grid upgrades. So I I think that's sort of the the way to think about it.

985  
01:57:53.670 --> 01:57:54.470  
Joel Levin: Thanks.

986  
01:57:57.460 --> 01:57:58.000  
Joel Levin: I'm.

987  
01:57:58.000 --> 01:58:04.830  
Charles Smith (CEC): Luis, you wanted to build on that. And then I I think after this we may take a small break. But please go ahead.

988  
01:58:05.070 --> 01:58:14.880  
Luis Olmedo: Yeah, yeah, just to clarify. I was talking about Level two's that we have in a commercial property, as our nonprofit has been offering free.

989  
01:58:15.326 --> 01:58:24.810  
Luis Olmedo: It was. The chargers were paid under the CALeVIP 1.0 I I think that's what it's called, and we've never charged a penny. I think they go and

990  
01:58:24.910 --> 01:58:33.850  
Luis Olmedo: and run their card or their app charges a few cents, but returns them right back. It's just to to disengage or engage the the

991  
01:58:33.910 --> 01:58:45.800  
Luis Olmedo: the plug. But yeah, I wasn't. Suggesting that home would be free but it did remind me, and give me an opportunity to also share that there's a need to for

992  
01:58:46.220 --> 01:58:53.719  
Luis Olmedo: financial management, outreach and education, because a lot of times

993  
01:58:54.140 --> 01:58:55.910  
Luis Olmedo: what will happen

994  
01:58:56.090 --> 01:59:03.320  
Luis Olmedo: is that you know again, low income fix income or low income household may

995  
01:59:03.630 --> 01:59:05.750  
Luis Olmedo: find easy to plug in.

996  
01:59:06.360 --> 01:59:13.050  
Luis Olmedo: but forget that at the end of the month their energy bill is gonna increase significantly.

997  
01:59:13.570 --> 01:59:21.449  
Luis Olmedo: and we could inadvertently, create a burden if they're not shifting their savings from fuel.

998  
01:59:22.410 --> 01:59:23.939  
Luis Olmedo: transferring them

999

01:59:24.060 --> 01:59:31.280

Luis Olmedo: to energy paying energy costs. But there needs to be financial literacy of how that's gonna work.

1000

01:59:31.320 --> 01:59:42.239

Luis Olmedo: So that at the end of the month they don't think well, I'm not paying for gas anymore. But guess what? Now? You're at one month, 2 months, 3 months behind. And now you're at danger of getting your light disconnected.

1001

01:59:42.270 --> 01:59:45.730

Luis Olmedo: Right? So there needs to be a lot of financial literacy.

1002

01:59:45.830 --> 01:59:59.580

Luis Olmedo: I mean, you know, I mean, I haven't had been in danger of getting disconnected, but I've seen that increase in my own household because I'm plugging in, and the 1st month is like Whoa! The energy went up significantly.

1003

01:59:59.965 --> 02:00:04.090

Luis Olmedo: Not as much as paying for fuel. There's an enormous savings.

1004

02:00:04.180 --> 02:00:14.939

Luis Olmedo: but if you're not watching it, you're gonna get hit with that. And if the family is saving it in the 1st few months and isn't ready. They're gonna get in a financial struggle that they can't recover from very easily.

1005

02:00:18.710 --> 02:00:19.920

Charles Smith (CEC): Thank you, Luis.

1006

02:00:20.150 --> 02:00:39.090

Charles Smith (CEC): Alright. I think at this point we would like to offer a break to everybody. I think we'll make this 10 min and reconvene at 11:10. We'll discuss funding program overview and we will discuss investment plan funding allocations.

1007

02:00:39.220 --> 02:00:42.500

Charles Smith (CEC): We'll reconvene at 11:10. Thank you.

1008

02:00:46.780 --> 02:00:51.689

Marissa Williams (CEC): Lunch period. I think we're gonna reconvene and get started with

1009

02:00:51.740 --> 02:00:55.239

Marissa Williams (CEC): second portion of the presentation here.

1010

02:00:55.250 --> 02:01:00.440

Marissa Williams (CEC): in just a minute. I think we have a couple of folks who will be joining us back in the room

1011

02:01:01.400 --> 02:01:12.269

Marissa Williams (CEC): as an introduction my name is Marissa Williams and I am the supervisor of the program integration unit within the Fuels and Transportation Division. Here at the California Energy Commission.

1012

02:01:12.790 --> 02:01:26.740

Marissa Williams (CEC): the last bucket of activities we do is provide grants and incentives predominantly focused on accelerating deployment of zero emission vehicle infrastructure. But we also fund manufacturing and workforce training development activities.

1013

02:01:27.160 --> 02:01:35.820

Marissa Williams (CEC): We also apply for and administer-related Federal funding, which has been significant under the current administration and the multiplier of our efforts.

1014

02:01:36.960 --> 02:01:38.380

Marissa Williams (CEC): Next slide, please.

1015

02:01:41.050 --> 02:01:47.379

Marissa Williams (CEC): we use different funding structures with different requirements and levels of oversight for different purposes.

1016

02:01:47.790 --> 02:01:51.339

Marissa Williams (CEC): Broadly, much of our funding falls into 2 structures.

1017

02:01:51.570 --> 02:01:55.580

Marissa Williams (CEC): targeted solicitations and block grant incentive programs.

1018

02:01:56.760 --> 02:02:04.570

Marissa Williams (CEC): Block Grant incentive programs are designed for construction, ready standard projects and move larger amounts of funding more quickly.

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02:02:04.880 --> 02:02:13.460

Marissa Williams (CEC): These are administered by a 3rd party and provide rebates offsetting some of the project costs after infrastructure has been installed and energized.

1020

02:02:14.360 --> 02:02:27.530

Marissa Williams (CEC): Targeted solicitations, meanwhile, are designed to address specific gaps in the market that may not address that the market may not address on its own, or for more specialized unique projects that require more staff time and attention.

1021

02:02:27.950 --> 02:02:32.920

Marissa Williams (CEC): I'll provide. I'll provide a few examples of these in upcoming slides. Next slide, please.

1022

02:02:36.150 --> 02:02:41.590

Marissa Williams (CEC): We have several block grant incentives based on the type of infrastructure or vehicle being served

1023

02:02:41.950 --> 02:02:50.009

Marissa Williams (CEC): for light duty. We have a program administered by CALSTART, called Communities in Charge that is focused on deploying level 2 chargers.

1024

02:02:50.230 --> 02:02:59.100

Marissa Williams (CEC): This program has provided 68 million over 2 funding windows, all of which went to projects in low income or disadvantaged communities.

1025

02:02:59.830 --> 02:03:10.699

Marissa Williams (CEC): Also for light duty. We have the CALeVIP 2.0 program administered by the Center for sustainable energy that is focused on deploying DC fast charging across the State.

1026

02:03:11.170 --> 02:03:21.550

Marissa Williams (CEC): The most recent version of this program provided 68 million over 2 funding windows and required that all projects be located in low income or disadvantaged communities.

1027

02:03:21.830 --> 02:03:23.080

Marissa Williams (CEC): Next slide, please.

1028

02:03:26.270 --> 02:03:31.000

Marissa Williams (CEC): We also have block grants focused on larger medium and heavy dut commercial vehicles.

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02:03:31.570 --> 02:03:38.719

Marissa Williams (CEC): Our EnergIIZE program provides incentives for both charging and hydrogen projects with dedicated funding lanes.

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02:03:39.040 --> 02:03:47.830

Marissa Williams (CEC): EnergIIZE is coordinated closely with the California Air Resources Board, hybrid and zero emission truck and bus voucher, incentive project or HVIP.

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02:03:47.890 --> 02:03:52.480

Marissa Williams (CEC): so applicants can get funding to offset the cost of both vehicle and infrastructure.

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02:03:52.940 --> 02:04:00.659

Marissa Williams (CEC): 2024 is the 3rd year of the EnergIIZE program which has awarded over a hundred and 7 million dollars across 190 projects

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02:04:01.150 --> 02:04:05.589

Marissa Williams (CEC): we anticipate even more projects from successful applicants during 2024.

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02:04:06.810 --> 02:04:24.499

Marissa Williams (CEC): Similarly, the Zero Emission School Bus and Infrastructure or ZESBI project is a joint block grant with the California Air Resources Board focused on replacing internal combustion



engine school buses owned by local educational agencies with zero emission school buses and supporting infrastructure.

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02:04:25.080 --> 02:04:36.269

Marissa Williams (CEC): The program provides about 125 million per year for infrastructure and prioritizes, small or rural school districts and local educational agencies serving disadvantaged students

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02:04:36.980 --> 02:04:38.340

Marissa Williams (CEC): next slide. Please

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02:04:40.590 --> 02:04:50.849

Marissa Williams (CEC): to complement our block grant incentives. We also develop targeted solicitations for segments the market may not address or for more complex specialized projects.

1038

02:04:51.280 --> 02:04:57.240

Marissa Williams (CEC): For example, we have issued multiple rounds of a multifamily housing, charging solicitation

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02:04:57.260 --> 02:05:03.079

Marissa Williams (CEC): that has awarded around 67 million to install approximately 6,500 chargers.

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02:05:03.180 --> 02:05:08.630

Marissa Williams (CEC): more than 90% of which are in low income or disadvantaged communities or at low income housing.

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02:05:10.160 --> 02:05:17.340

Marissa Williams (CEC): We have also issued solicitations focused on rural charging, as many charging developers have been slower to address these key areas.

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02:05:18.240 --> 02:05:29.139

Marissa Williams (CEC): Other targeted solicitations are for hydrogen refueling infrastructure, which most recently included funding for operations and maintenance improvements at existing hydrogen refueling stations.

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02:05:30.550 --> 02:05:39.639

Marissa Williams (CEC): We have also issued solicitations focused on medium and heavy duty infrastructure and emerging areas, such as zero emission aviation, marine and rail.

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02:05:40.840 --> 02:05:45.959

Marissa Williams (CEC): 2 other recent solicitations are for government fleets and tribal communities.

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02:05:46.120 --> 02:05:54.089

Marissa Williams (CEC): The tribal solicitation addresses barriers to zero emission vehicles for tribes, including funding to install charging infrastructure.

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02:05:54.350 --> 02:05:59.810

Marissa Williams (CEC): This solicitation closes today, June 7th and has 10 million in funding advertised.

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02:06:00.210 --> 02:06:01.529

Marissa Williams (CEC): Next slide. Please

1048

02:06:04.550 --> 02:06:11.829

Marissa Williams (CEC): In addition to state funding, we are working to bring Federal funding to California and to administer it responsibly and effectively

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02:06:12.440 --> 02:06:19.529

Marissa Williams (CEC): in partnership with Caltrans, we will offer 384 million from the National Electric Vehicle or NEVI program.

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02:06:19.970 --> 02:06:26.590

Marissa Williams (CEC): a solicitation for the 1st round of 40 million was released last year and awards were announced earlier this week.

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02:06:26.930 --> 02:06:33.290

Marissa Williams (CEC): At least 50% of NEVI funds will go to projects located in disadvantaged or low income communities.

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02:06:34.420 --> 02:06:46.119

Marissa Williams (CEC): Again, in partnership with Caltrans, we received an additional 64 million in funding through the EV Charger Reliability and Accessibility Accelerator or EVC RAA program

1053

02:06:46.200 --> 02:06:50.349

Marissa Williams (CEC): to repair and replace non operational chargers across the State.

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02:06:50.750 --> 02:06:54.200

Marissa Williams (CEC): We anticipate the 1st solicitation to be released this summer.

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02:06:55.630 --> 02:07:02.309

Marissa Williams (CEC): Finally, we are applying for funding through the charging and refueling infrastructure or CFI Grant program.

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02:07:02.580 --> 02:07:21.369

Marissa Williams (CEC): although we were unsuccessful in last year's application. The CEC, along with its previous partners, intend to reapply once funding is made available in 2024 for a West Coast truck charging and refueling corridor project and for infrastructure to support drayage trucks operating at ports across California.

1057

02:07:22.280 --> 02:07:23.669

Marissa Williams (CEC): Next slide, please.

1058

02:07:25.670 --> 02:07:34.019

Marissa Williams (CEC): Clean Transportation Program grants have been invaluable in attracting companies to California, scaling growth in State and creating jobs.

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02:07:34.660 --> 02:07:40.630

Marissa Williams (CEC): Today California has more than 60 commercial zero emission vehicle related manufacturers in state.

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02:07:41.170 --> 02:07:49.180

Marissa Williams (CEC): and last year the CEC awarded 197 million to 13 projects to expand or create new manufacturing activities.

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02:07:50.010 --> 02:08:01.439

Marissa Williams (CEC): The CEC also launched a new 35 million battery and battery component related manufacturing block grant called Power Forward. That is expected to announce awards in August of this year.

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02:08:01.940 --> 02:08:03.369

Marissa Williams (CEC): Next slide, please

1063

02:08:05.600 --> 02:08:15.489

Marissa Williams (CEC): to support zero emission vehicle transportation, California will need a strong and diverse workforce with the skills necessary to maintain and operate the vehicles and equipment.

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02:08:15.810 --> 02:08:24.390

Marissa Williams (CEC): To this end, the CEC is partnering with other State agencies to support, high quality jobs careers and workforce education and training.

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02:08:25.110 --> 02:08:37.309

Marissa Williams (CEC): The CEC has funded ZEV workforce training development with projects focused on training and awareness for high school students, college students, community college faculty, school district technicians.

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02:08:37.470 --> 02:08:39.429

Marissa Williams (CEC): tribal communities and others.

1067

02:08:40.070 --> 02:08:52.310

Marissa Williams (CEC): The CEC staff is also in the process of developing a strategy that defines the CEC's vision for zero emission vehicle workforce development goals and objectives and aims to publish a draft strategy in upcoming weeks.

1068

02:08:53.490 --> 02:08:54.799

Marissa Williams (CEC): Next slide, please

1069

02:08:57.340 --> 02:09:05.829

Marissa Williams (CEC): across all of our investments and efforts, we are committed to ensuring that funding and project benefits flow to low income and disadvantaged communities across the state

1070

02:09:05.940 --> 02:09:11.669

Marissa Williams (CEC): A minimum of 50% of clean transportation program funding will go to projects in these communities

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02:09:12.160 --> 02:09:21.830

Marissa Williams (CEC): as of July of last year, 59% of clean transportation program funds have gone to projects located in low income or disadvantaged communities.

1072

02:09:22.280 --> 02:09:29.670

Marissa Williams (CEC): This roughly 60% exclude certain projects, such as some recent block grants for which we do not know the specific site address.

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02:09:29.910 --> 02:09:38.420

Marissa Williams (CEC): Only after funding is assigned to specific sites can staff determine if those sites are in a low income or disadvantaged community, both or neither

1074

02:09:39.560 --> 02:09:40.919

Marissa Williams (CEC): next slide, please

1075

02:09:43.420 --> 02:10:00.659

Marissa Williams (CEC): alright. Well, that covered the funding overview, and I'll turn it back over to Charles to facilitate another Q and A session so feel free to raise your hands. If you have questions on any of the content that was just covered, and we will get to those in a moment.

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02:10:14.100 --> 02:10:16.850

Charles Smith (CEC): All right. Thank you. Marissa.

1077

02:10:19.115 --> 02:10:25.844

Charles Smith (CEC): Yes, I'll maybe 1st look around the room. See if there are any advisory committee members here who would like to

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02:10:26.674 --> 02:10:30.310

Charles Smith (CEC): speak on any of the items that they saw

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02:10:30.670 --> 02:10:31.530

Charles Smith (CEC): or heard?

1080

02:10:34.050 --> 02:10:37.839

Charles Smith (CEC): Seeing none at the moment. I'll look next to the zoom.

1081

02:10:39.910 --> 02:10:43.649

Charles Smith (CEC): Vanessa. I believe you have your hand up first. Please go ahead.

1082

02:10:45.180 --> 02:10:46.306

Vanessa Warheit, EVCAC: Thank you.

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02:10:47.150 --> 02:10:53.250

Vanessa Warheit, EVCAC: 2, 2 thoughts, actually, 3 thoughts. One is on both slides 26 and 30.

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02:10:53.870 --> 02:10:57.620

Vanessa Warheit, EVCAC: No, I'm sorry. It's 27 and 30.

1085

02:10:58.520 --> 02:10:59.560

Vanessa Warheit, EVCAC: her.

1086

02:11:00.400 --> 02:11:11.090

Vanessa Warheit, EVCAC: I I just wanna commend the Commission for increasing and going above the 50% mark for for funding low income and disadvantaged communities and encourage you to continue

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02:11:11.220 --> 02:11:13.150

Vanessa Warheit, EVCAC: exceeding that 50%

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02:11:13.410 --> 02:11:14.540

Vanessa Warheit, EVCAC: threshold.

1089

02:11:15.204 --> 02:11:19.800

Vanessa Warheit, EVCAC: On slide 26. I noticed the 67 million.

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02:11:21.060 --> 02:11:39.599

Vanessa Warheit, EVCAC: resulted in only 6,500 chargers. And I just that comes to more than \$10,000 per charger, and that's a pretty steep price tag. We need as many chargers as fast as possible. And that means we need to lower the cost. So I just really wanna

1091

02:11:39.910 --> 02:11:42.318

Vanessa Warheit, EVCAC: encourage you to think about

1092

02:11:43.030 --> 02:11:44.760

Vanessa Warheit, EVCAC: lower , lower

1093

02:11:45.560 --> 02:11:50.589

Vanessa Warheit, EVCAC: lower powered, more ubiquitous charging. We could have

1094

02:11:51.136 --> 02:12:18.580

Vanessa Warheit, EVCAC: double or triple the number of chargers if you were to consider that. And in particular, low power level 2. I don't necessarily think level one is always the best solution for rural drivers, in particular, because they tend to need to travel longer distances, but low power level 2 will give plenty of charge to anybody overnight. So for private chargers, having them more available at lower cost, I think, would be really advisable.

1095

02:12:19.516 --> 02:12:47.390

Vanessa Warheit, EVCAC: And lastly, if if if I'm reading this correctly, the CFI funds, discretionary funds from the State are not being devoted at all to light duty, as I understand it. I understand there's probably really good reasons for that. But I think if that's the case, it's really essential that CEC devote any leftover funds from that are left over from last year and put them into battery electric light-duty infrastructure, thanks.

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02:12:54.640 --> 02:12:55.790

Charles Smith (CEC): Thank you for the comment.

1097

02:12:58.400 --> 02:13:03.479

Charles Smith (CEC): Next comment we have is from Morgan Caswell. Morgan, please go ahead.

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02:13:04.570 --> 02:13:08.142

Morgan Caswell: Yeah, so I have a comment and a question.

1099

02:13:09.437 --> 02:13:21.409

Morgan Caswell: thank you for this update on the different funding programs. I had heard that for the Nevi formula program the CEC and CalTrans are looking at

1100

02:13:21.910 --> 02:13:38.320

Morgan Caswell: pivoting to medium and heavy duty vehicle infrastructure in the 2024 plan, and I just wanted to make comment that if that is the direction you all are headed ports strongly support that that pivot.

1101

02:13:39.199 --> 02:13:45.819

Morgan Caswell: And then I had a question about sort of Federal programs in general, and where the CEC

1102

02:13:46.343 --> 02:13:49.519

Morgan Caswell: sees opportunity. I know you talked about

1103

02:13:50.860 --> 02:13:55.220

Morgan Caswell: CFI, there are other DOT programs that

1104

02:13:55.690 --> 02:14:04.689

Morgan Caswell: the CEC may may be able to apply to and leverage I believe CARB was also looking at

1105

02:14:05.272 --> 02:14:28.211

Morgan Caswell: applying to the EPA climate pollution reduction grant program and EnergIIZE was a potential program that they were considering to seek funding for which I think supports and and other industry would be really supportive of. So I just wanted to see, you know. Did CARB indeed pursue

1106

02:14:29.510 --> 02:14:42.929

Morgan Caswell: EPA funding with the prioritization for EnergIIZE. And are there any other funding programs that you all are looking at that are promising? But you know you may not have made a formal decision just yet to apply.

1107

02:14:52.739 --> 02:14:57.410

Charles Smith (CEC): Thank you. I will say that we've also looked into the

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02:14:57.990 --> 02:15:03.950

Charles Smith (CEC): communities taking charge funding opportunity. We've submitted a

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02:15:04.040 --> 02:15:05.075

Charles Smith (CEC): concept  
1110  
02:15:07.030 --> 02:15:07.730  
Charles Smith (CEC): on  
1111  
02:15:08.050 --> 02:15:09.700  
Charles Smith (CEC): concept on that  
1112  
02:15:11.330 --> 02:15:18.489  
Charles Smith (CEC): And there are, as you mentioned, a couple of CFI applications that we are pursuing.  
1113  
02:15:23.540 --> 02:15:27.139  
Charles Smith (CEC): I I don't have an answer at the moment about the  
1114  
02:15:27.730 --> 02:15:36.660  
Charles Smith (CEC): potential CARB and EnergyIIIZE project. But, we're certainly happy to look into that, and could I would love to follow up with you afterwards on that.  
1115  
02:15:37.750 --> 02:15:39.038  
Charles Smith (CEC): And then also I  
1116  
02:15:39.450 --> 02:15:42.715  
Charles Smith (CEC): as mentioned, the EVC RAA chart  
1117  
02:15:43.800 --> 02:15:49.529  
Charles Smith (CEC): charging infrastructure, repair, replacement or upgrade. Opportunity is something that we're looking at as well.  
1118  
02:15:50.680 --> 02:15:53.190  
Charles Smith (CEC): preparing for it as well. I should say.  
1119  
02:15:53.460 --> 02:16:07.330  
Morgan Caswell: Yeah, I was. I'm just thinking about the you know, the budget deficit, and where we could leverage Federal opportunities to to keep some of these programs. At some of the funding levels that they've previously been at. Thank you.  
1120  
02:16:07.710 --> 02:16:08.210  
Morgan Caswell: Yes.  
1121  
02:16:08.210 --> 02:16:13.620  
Charles Smith (CEC): Similar similarly minded. Looking for opportunities in that regard. Yeah.  
1122  
02:16:14.600 --> 02:16:20.070  
Charles Smith (CEC): thank you, Morgan. Next up, I believe we have Micah. Please go ahead.  
1123  
02:16:20.650 --> 02:16:46.339  
Micah Mitrosky: Yes, Hi, thanks everybody. I wanna say also, thank you to Staff for the presentation and your work on this and on the draft plan, and you had mentioned Workforce. And there are actually some details in

the the draft plan that are concerning related to that. And I did want to raise. And it's near the end of the document.

1124

02:16:47.432 --> 02:17:02.360

Micah Mitrosky: At the bottom of page 54, there's a reference to future workforce activities. Think maybe ties into some of the points that you highlighted on the on the slide. It talks about the CEC staff developing

1125

02:17:02.360 --> 02:17:15.481

Micah Mitrosky: a workforce training and development strategy to guide future actions and funding opportunities related to workforce and funded by the clean transportation program. And it also notes that

1126

02:17:15.950 --> 02:17:35.351

Micah Mitrosky: the strategy proposes the CEC conduct an EV charging infrastructure, industry, workforce assessment to measure the need for training and development related to manufacturing, construction, installation, service, and maintenance of charging, infrastructure, and then it also

1127

02:17:35.889 --> 02:17:59.350

Micah Mitrosky: notes that staff will conduct a workforce training and development workshop, June 25th to introduce the strategy and priority objectives and solicit feedback on an incentive program for charger maintenance and repair training. And so I do have a question for staff, and then also a few comments about that. And

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02:17:59.869 --> 02:18:07.460

Micah Mitrosky: my question is, is it possible to put in the chat the time for that June 25th workshop.

1129

02:18:07.590 --> 02:18:11.450

Micah Mitrosky: and any related info for that. June 25th Workshop.

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02:18:12.950 --> 02:18:13.900

Charles Smith (CEC): Absolutely

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02:18:15.020 --> 02:18:17.900

Charles Smith (CEC): We will be happy to put that notice in there.

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02:18:18.459 --> 02:18:20.009

Micah Mitrosky: Fantastic. Thank you.

1133

02:18:20.969 --> 02:18:22.339

Micah Mitrosky: I don't know. Thanks.

1134

02:18:23.539 --> 02:18:24.189

Micah Mitrosky: And then.

1135

02:18:24.190 --> 02:18:34.469

Charles Smith (CEC): Apologies it it my apologies correction. It has the notice has not posted yet. But we will be announcing it to

1136

02:18:34.600 --> 02:18:37.319



Charles Smith (CEC): the subscription lists.

1137

02:18:38.062 --> 02:18:40.950

Charles Smith (CEC): That are routinely used by our program.

1138

02:18:42.580 --> 02:19:10.409

Micah Mitrosky: Okay, great. Thank you. And then, you know, my comments are related to the development of this strategy. And also this idea of an incentive program for charger maintenance and repair training. And you know, I'm concerned that what this is describing number one, an assessment for construction, installation, service and maintenance.

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02:19:10.410 --> 02:19:24.540

Micah Mitrosky: and then number 2. An incentive program for charger maintenance and repair training is duplicative of existing efforts. It's unnecessary and not a good use of public funding.

1140

02:19:24.540 --> 02:19:47.389

Micah Mitrosky: and I'll expand on that just a little bit. Construction and installation of EV charging infrastructure is electrical work. I know there was some discussion about this earlier. Also, the vast majority of work hours involved in charger service, maintenance and repair is also electrical work, and there are already

1141

02:19:47.400 --> 02:20:11.879

Micah Mitrosky: well established apprenticeship training programs up and down the State for electricians there are existing state certification requirements for electricians, and then, of course, the advanced training through the electric vehicle infrastructure training program EVITP. We already have thousands of EVITP certified electricians in California.

1142

02:20:11.880 --> 02:20:27.210

Micah Mitrosky: and thousands of electrical apprentices who are training daily. So. I would reiterate. You know that developing a strategy and an incentive program around skills, certification, certifications and comprehensive

1143

02:20:27.690 --> 02:20:43.010

Micah Mitrosky: electrical training that already exists is duplicative. It's unnecessary. It's really not a good use of public funds, and my recommendation would be that these dollars are better allocated to other clean transportation needs.

1144

02:20:46.220 --> 02:21:08.599

Charles Smith (CEC): Thank you for that comment. And we will be sending out once it's ready for posting the June 25th Notice of the workshop. And we'd be happy to connect with you. To make sure that you have an opportunity to participate in that workshop, because we will be diving deeper into that topic at that time. So thank you in advance.

1145

02:21:11.290 --> 02:21:19.109

Charles Smith (CEC): I see one comment in the room that we'll go to, and then we have another one on zoom as well. So, Luis, would you like to go ahead?

1146  
02:21:20.007 --> 02:21:27.780  
Luis Olmedo: Yeah. Just just one comment is, I don't. I I missed part of that comment was under the workforce training and development.  
1147  
02:21:28.290 --> 02:21:30.120  
unknown: Yes, okay. So  
1148  
02:21:30.780 --> 02:21:33.860  
Luis Olmedo: just didn't have one comment. I'm very much in support of  
1149  
02:21:34.050 --> 02:21:34.665  
Luis Olmedo: of  
1150  
02:21:35.770 --> 02:21:38.539  
Luis Olmedo: the efforts from the Union  
1151  
02:21:39.334 --> 02:21:42.960  
Luis Olmedo: in the development of the EVITP  
1152  
02:21:44.280 --> 02:21:48.840  
Luis Olmedo: very much in in support of whether it's mandatory or  
1153  
02:21:48.890 --> 02:21:50.529  
Luis Olmedo: or voluntary  
1154  
02:21:52.660 --> 02:21:54.929  
Luis Olmedo: the, you know, prevailing wage  
1155  
02:21:55.170 --> 02:21:57.179  
Luis Olmedo: much, very much, in support of  
1156  
02:21:57.450 --> 02:22:00.909  
Luis Olmedo: of unionized labor that pays fair wages and  
1157  
02:22:01.080 --> 02:22:02.850  
Luis Olmedo: benefits, and all that.  
1158  
02:22:04.480 --> 02:22:09.330  
Luis Olmedo: I I did have just one thing to add to the workforce training and development.  
1159  
02:22:11.120 --> 02:22:13.810  
Luis Olmedo: One thing that we learned is that we  
1160  
02:22:14.410 --> 02:22:17.739  
Luis Olmedo: didn't want to outsource when we did our project. We didn't want to outsource.  
1161  
02:22:18.634 --> 02:22:22.280  
Luis Olmedo: Project management. We've handled it all in house, and that  
1162  
02:22:22.770 --> 02:22:26.139  
Luis Olmedo: develops capacities within an organization

1163  
02:22:26.410 --> 02:22:29.930  
Luis Olmedo: to be able to build that type of a workforce.

1164  
02:22:30.140 --> 02:22:32.059  
Luis Olmedo: Also.

1165  
02:22:32.560 --> 02:22:37.070  
Luis Olmedo: even though a lot of times when these projects are being built, you can also build in

1166  
02:22:37.300 --> 02:22:43.470  
Luis Olmedo: warranties maintenance over a certain amount of years. It's it's not cheap, it's expensive.

1167  
02:22:43.730 --> 02:22:45.520  
Luis Olmedo: But you have those options.

1168  
02:22:46.075 --> 02:22:47.860  
Luis Olmedo: To be able to build in that.

1169  
02:22:48.350 --> 02:22:50.769  
Luis Olmedo: But we we also

1170  
02:22:51.010 --> 02:22:52.520  
Luis Olmedo: paid for

1171  
02:22:53.342 --> 02:22:56.360  
Luis Olmedo: building our own. We have 4

1172  
02:22:58.430 --> 02:22:59.485  
Luis Olmedo: certified

1173  
02:23:02.180 --> 02:23:03.370  
Luis Olmedo: technicians

1174  
02:23:03.580 --> 02:23:07.660  
Luis Olmedo: that learned from the manufacturer of the chargers.

1175  
02:23:08.090 --> 02:23:10.670  
Luis Olmedo: So we trained our team. It costs money.

1176  
02:23:11.250 --> 02:23:13.830  
Luis Olmedo: So I do Wanna

1177  
02:23:15.433 --> 02:23:16.880  
Luis Olmedo: assure that

1178  
02:23:17.320 --> 02:23:19.849  
Luis Olmedo: there are those opportunities that

1179  
02:23:20.770 --> 02:23:26.160  
Luis Olmedo: where it's not necessarily interfering with the great work that the unions do.

1180  
02:23:26.610 --> 02:23:32.309  
Luis Olmedo: but also building those capacities within an organization  
where the operations  
1181  
02:23:32.530 --> 02:23:35.560  
Luis Olmedo: maintenance is happening in house as well.  
1182  
02:23:35.870 --> 02:23:38.409  
Luis Olmedo: So we paid for it.  
1183  
02:23:39.300 --> 02:23:41.059  
Luis Olmedo: It's cost that  
1184  
02:23:41.690 --> 02:23:45.680  
Luis Olmedo: you don't really know they're there until you get to that.  
1185  
02:23:46.500 --> 02:23:47.590  
Luis Olmedo: I,  
1186  
02:23:47.660 --> 02:23:49.060  
Luis Olmedo: hoping that  
1187  
02:23:49.100 --> 02:23:52.509  
Luis Olmedo: the State is taking my recommendations  
1188  
02:23:52.750 --> 02:23:57.240  
Luis Olmedo: to heart and serious, 'cause I want what California wants  
1189  
02:23:57.300 --> 02:23:58.730  
Luis Olmedo: to succeed  
1190  
02:23:58.960 --> 02:24:02.240  
Luis Olmedo: in this clean transportation transition.  
1191  
02:24:02.540 --> 02:24:03.650  
Luis Olmedo: And  
1192  
02:24:04.030 --> 02:24:08.829  
Luis Olmedo: and so there are these opportunities to build a workforce.  
1193  
02:24:09.350 --> 02:24:10.450  
Luis Olmedo: And  
1194  
02:24:11.570 --> 02:24:16.249  
Luis Olmedo: and I wanna make sure that scenarios like the one I just  
presented, that  
1195  
02:24:16.700 --> 02:24:18.840  
Luis Olmedo: there are resources  
1196  
02:24:18.940 --> 02:24:20.350  
Luis Olmedo: available.  
1197

02:24:20.500 --> 02:24:23.120  
Luis Olmedo: to community based organizations  
1198

02:24:24.400 --> 02:24:27.469  
Luis Olmedo: who are wanting to own and operate  
1199

02:24:29.108 --> 02:24:31.940  
Luis Olmedo: their own charging infrastructure.  
1200

02:24:36.270 --> 02:24:37.329  
Charles Smith (CEC): Thank you.  
1202

02:24:41.560 --> 02:24:44.289  
Charles Smith (CEC): Oh, another in the room, Mike, please go ahead.  
1203

02:24:46.060 --> 02:24:49.847  
Michael Pimentel: And for the record, Michael Pimentel, with the  
California Transit Association. So just  
1204

02:24:50.910 --> 02:24:56.859  
Michael Pimentel: comment and perhaps a request for some future meetings  
1205

02:24:56.950 --> 02:25:02.010  
Michael Pimentel: relative to some of the slides that were presented  
previously. And I'm looking.  
1206

02:25:02.070 --> 02:25:09.000  
Michael Pimentel: maybe, as an example at Slide 26 certainly. Helpful to  
have that type of summary information provided.  
1207

02:25:09.413 --> 02:25:20.376  
Michael Pimentel: But I would also make a request that in future  
meetings, if it can be provided to those of us on the Advisory Committee.  
All the background information around  
1208

02:25:21.213 --> 02:25:29.449  
Michael Pimentel: project awards and project selections that will be  
helpful, particularly as we're looking at future year appropriations  
1209

02:25:29.480 --> 02:25:50.660  
Michael Pimentel: and the particular line line items go to things like  
medium, heavy duty versus light duty. I think we're going to be charged  
with making decisions around whether the CEC had the right balance of  
investments in their proposal, and I think that would need to be  
informed, in part with a bit more detail on how monies that were  
previously appropriated were actually utilized.  
1210

02:25:50.780 --> 02:26:06.310  
Michael Pimentel: and so make that request also acknowledge that may be a  
lot of data. But if there's a way to synthesize that in a way that's  
pretty streamlined, I think that would be helpful for the discussion on  
what becomes ultimately the authorities the general funding opportunity.  
1211

02:26:07.230 --> 02:26:12.229

Charles Smith (CEC): Yeah, thank you that that is good feedback. And we can look at ways at incorporating that for sure.

1212

02:26:16.830 --> 02:26:19.452

Charles Smith (CEC): seeing another in the room.

1213

02:26:21.430 --> 02:26:25.049

Charles Smith (CEC): Gillian Gillette, would you like to be the next speaker? Please.

1214

02:26:25.050 --> 02:26:35.460

Gillian Gillett: Sure. Thank you. So on the slide also that Mr. Pimentel mentioned, slide 26, I just wanted to ask that

1215

02:26:36.004 --> 02:26:47.060

Gillian Gillett: If the guidelines for those solicitations haven't been written yet, that that this part is the payments team at Caltrans be included, so that if that infrastructure.

1216

02:26:49.100 --> 02:26:50.560

Gillian Gillett: Includes payment.

1217

02:26:51.456 --> 02:26:54.069

Gillian Gillett: That we'd be included to make sure that

1218

02:26:54.600 --> 02:26:59.430

Gillian Gillett: you. You know the the improvements in the payment technology and the standards

1219

02:26:59.580 --> 02:27:10.860

Gillian Gillett: are thought through. So that's 1 request, and then the other one is on your re-application with us to CFI.

1220

02:27:11.530 --> 02:27:18.709

Gillian Gillett: Are there? Is there room is there a need for, or an interest in, additional partners.

1221

02:27:18.810 --> 02:27:20.120

Gillian Gillett: be they

1222

02:27:20.200 --> 02:27:21.790

Gillian Gillett: public or private.

1223

02:27:22.830 --> 02:27:25.949

Gillian Gillett: and and why, I ask that is that

1224

02:27:26.180 --> 02:27:34.569

Gillian Gillett: you know there's about 83 small and rural transit operators in California, many of whom you know, they all provide service on the State highway network

1225

02:27:35.290 --> 02:27:37.390

Gillian Gillett: to different levels.

1226

02:27:37.800 --> 02:27:46.140

Gillian Gillett: And some of them, but not all of them also have real estate. So there could be a really nice alignment of refueling needs of  
1227

02:27:46.310 --> 02:27:50.420

Gillian Gillett: transit, or at least casual refueling of transit.  
1228

02:27:50.958 --> 02:27:53.710

Gillian Gillett: Through that kind of a partnership.  
1229

02:27:56.940 --> 02:27:57.750

Gillian Gillett: Thanks.  
1230

02:27:58.540 --> 02:28:17.414

Charles Smith (CEC): Thank you. And so the examples that you see on this slide here these are for past or recent awards. So we'd be happy to share further details about these awards with with you and your team. And then the other point you asked about  
1231

02:28:19.290 --> 02:28:21.830

Charles Smith (CEC): additional potential partners in  
1232

02:28:21.850 --> 02:28:39.500

Charles Smith (CEC): CFI applications. We can certainly look into that CEC and Caltrans meet at a staff level on a usually twice a week basis, sometimes more. So we try to be joined at the hip and be happy to discuss that more in those settings.  
1233

02:28:39.640 --> 02:28:40.460

Charles Smith (CEC): Thank you.  
1234

02:28:45.660 --> 02:28:48.800

Charles Smith (CEC): Beverly Green, I believe you're next. Please go ahead.  
1235

02:28:52.790 --> 02:28:55.679

Beverly Greene, AC Transit: I'm sorry my my question was addressed. Thank you.  
1236

02:28:55.680 --> 02:28:57.960

Charles Smith (CEC): Oh, okay, wonderful. Thank you.  
1237

02:29:00.170 --> 02:29:00.825

Charles Smith (CEC): Alright.  
1238

02:29:01.670 --> 02:29:09.279

Charles Smith (CEC): Then I do not see any other hands raised from advisory committee members on the zoom  
1239

02:29:10.300 --> 02:29:11.090

Charles Smith (CEC): and  
1240

02:29:11.200 --> 02:29:16.560

Charles Smith (CEC): looking around the room, I do not see any other requests from advisory committee members

1241

02:29:16.690 --> 02:29:17.640

Charles Smith (CEC): to speak.

1242

02:29:19.640 --> 02:29:22.990

Charles Smith (CEC): so if we're concluded with the

1243

02:29:23.010 --> 02:29:26.049

Charles Smith (CEC): Advisory Committee discussion on this item.

1244

02:29:29.040 --> 02:29:31.360

Charles Smith (CEC): we go to the next slide, I believe.

1245

02:29:32.410 --> 02:29:40.163

Charles Smith (CEC): Yeah. So that brings us to a lunch break.

Tentatively scheduled to resume at one o'clock.

1246

02:29:40.730 --> 02:29:46.129

Charles Smith (CEC): Commissioner Monahan, do you want to suggest we keep to that, or adjust that at all?

1247

02:29:47.000 --> 02:29:49.479

Patty Monahan: You know. Well, my suggestion is that we

1248

02:29:50.060 --> 02:29:51.972

Patty Monahan: take a shorter lunch.

1249

02:29:52.600 --> 02:30:10.059

Patty Monahan: I wonder, you know, just so that we can make sure people can end the day earlier and those in the room. I'm looking at Luis, who may need to drive home. So if we could maybe just take a 45 min lunch break. I don't wanna cut people off from lunch, but I also feel like we wanna power through.

1250

02:30:10.660 --> 02:30:16.480

Charles Smith (CEC): Okay? How about we say, 1230 is 50 min.

1251

02:30:17.130 --> 02:30:19.769

Patty Monahanunknown: Yeah, we do the 1230. Yeah. Okay.

1252

02:30:20.030 --> 02:30:29.270

Charles Smith (CEC): Alright, we will adjust this slide accordingly. And thank you all again for joining us. We will reconvene at 1230. See you then.

1253

02:30:30.140 --> 02:30:30.720

Patty Monahan: [inaudible]

1254

02:30:32.820 --> 02:30:40.129

Benjamin Tuggy (CEC): So once again, my name's Benjamin Tuggy. I am the project manager for the clean transportation Program investment plan.

1255



02:30:40.550 --> 02:30:45.210  
Benjamin Tuggy (CEC): I'll be giving an overview of the key highlights of the draft staff report  
1256

02:30:45.390 --> 02:30:49.260  
Benjamin Tuggy (CEC): 2024-2025 investment plan update  
1257

02:30:49.640 --> 02:30:51.150  
Benjamin Tuggy (CEC): next slide, please.  
1258

02:30:53.110 --> 02:30:56.829  
Benjamin Tuggy (CEC): Erm. Before that, though, I'll go through a bit of an overview of  
1259

02:30:56.890 --> 02:30:58.979  
Benjamin Tuggy (CEC): purpose of the investment plan.  
1260

02:30:59.230 --> 02:31:05.480  
Benjamin Tuggy (CEC): Erm, the Plan guides program investments toward meeting state, clean transportation goals.  
1261

02:31:05.920 --> 02:31:12.949  
Benjamin Tuggy (CEC): The investment plan is a high level view. So it doesn't usually decide details of specific solicitations.  
1262

02:31:13.480 --> 02:31:17.840  
Benjamin Tuggy (CEC): However, we often share more specific feedback with the appropriate teams.  
1263

02:31:17.910 --> 02:31:20.349  
Benjamin Tuggy (CEC): such as those developing solicitations.  
1264

02:31:21.410 --> 02:31:31.559  
Benjamin Tuggy (CEC): The investment plan allocates funding for multiple vehicle, vehicle and fuel technologies, transportation sectors and supporting activities like workforce development  
1265

02:31:32.180 --> 02:31:35.190  
Benjamin Tuggy (CEC): and per Assembly Bill 126  
1266

02:31:35.220 --> 02:31:39.499  
Benjamin Tuggy (CEC): There is now an increased focus on 0 emission technologies.  
1267

02:31:40.690 --> 02:31:46.600  
Benjamin Tuggy (CEC): Investment plan provides multi year funding allocations for improved planning and visibility.  
1268

02:31:47.550 --> 02:31:55.340  
Benjamin Tuggy (CEC): And one important note is that the CEC only controls allocations of base, clean transportation program funds  
1269

02:31:55.560 --> 02:31:58.270  
Benjamin Tuggy (CEC): of about a hundred million dollars per year.

1270

02:31:58.800 --> 02:32:04.069

Benjamin Tuggy (CEC): In recent years we've received additional funds from State budgets which we cannot change

1271

02:32:04.280 --> 02:32:05.330

Benjamin Tuggy (CEC): next slide

1272

02:32:08.590 --> 02:32:09.710

Benjamin Tuggy (CEC): right?

1273

02:32:10.000 --> 02:32:15.040

Benjamin Tuggy (CEC): In addition to the input provided at advisory committee meetings like this one,

1274

02:32:15.230 --> 02:32:20.559

Benjamin Tuggy (CEC): the CEC also conducts analyses around current and future infrastructure needs

1275

02:32:20.940 --> 02:32:25.729

Benjamin Tuggy (CEC): such as the Assembly Bill 2127 charging infrastructure assessment

1276

02:32:25.810 --> 02:32:27.790

Benjamin Tuggy (CEC): that I believe we discussed earlier.

1277

02:32:28.520 --> 02:32:32.770

Benjamin Tuggy (CEC): We also consult with the disadvantaged communities Advisory Group

1278

02:32:33.020 --> 02:32:36.200

Benjamin Tuggy (CEC): refer to experience with past investment plans

1279

02:32:36.520 --> 02:32:43.139

Benjamin Tuggy (CEC): and consider the context of the Federal funding and supplementary State funding we've received in recent years.

1280

02:32:43.890 --> 02:32:44.970

Benjamin Tuggy (CEC): Next slide

1281

02:32:47.090 --> 02:32:53.419

Benjamin Tuggy (CEC): I'll also give some key upcoming dates for the 2024-2025 investment plan update.

1282

02:32:53.920 --> 02:32:58.330

Benjamin Tuggy (CEC): For now we are working with budget numbers as of the May revise.

1283

02:32:58.540 --> 02:33:00.669

Benjamin Tuggy (CEC): It's important to keep in mind.

1284

02:33:01.330 --> 02:33:06.470

Benjamin Tuggy (CEC): We will have another draft report and advisory committee meeting later this year

1285

02:33:06.670 --> 02:33:09.130

Benjamin Tuggy (CEC): after the State budget is finalized

1286

02:33:09.410 --> 02:33:14.559

Benjamin Tuggy (CEC): and that budget development process could significantly change funding allocations.

1287

02:33:14.930 --> 02:33:15.980

Benjamin Tuggy (CEC): Next slide.

1288

02:33:18.440 --> 02:33:26.350

Benjamin Tuggy (CEC): And one other thing I'll highlight here is that the Lead Commissioner Report version will be the one that goes to the business meeting

1289

02:33:26.400 --> 02:33:28.850

Benjamin Tuggy (CEC): toward the end of this year. Hopefully.

1290

02:33:29.300 --> 02:33:30.910

Benjamin Tuggy (CEC): next slide, please.

1291

02:33:33.700 --> 02:33:38.580

Benjamin Tuggy (CEC): Right. So now I'll discuss the funding allocations from the draft staff report

1292

02:33:38.710 --> 02:33:42.810

Benjamin Tuggy (CEC): before we get into the main advisory committee discussion

1293

02:33:43.030 --> 02:33:45.820

Benjamin Tuggy (CEC): then public comments. Next slide.

1294

02:33:48.810 --> 02:33:54.269

Benjamin Tuggy (CEC): This slide shows an overview of the proposed investments.

1295

02:33:54.700 --> 02:33:59.880

Benjamin Tuggy (CEC): Erm. Some important caveats, one. There are 2 different timelines at play here.

1296

02:34:00.290 --> 02:34:03.769

Benjamin Tuggy (CEC): Erm, we are proposing allocations for base

1297

02:34:03.930 --> 02:34:06.529

Benjamin Tuggy (CEC): clean transportation program funds

1298

02:34:06.780 --> 02:34:10.759

Benjamin Tuggy (CEC): only for fiscal year 2024-2025.

1299

02:34:11.600 --> 02:34:17.310

Benjamin Tuggy (CEC): Once again, the CEC can only change those base allocations of about a hundred million dollars a year.

1300

02:34:18.610 --> 02:34:29.129

Benjamin Tuggy (CEC): But we also have general funds and greenhouse gas reduction funds from the state budget projected through fiscal year 2027-2028

1301

02:34:30.845 --> 02:34:33.050

Benjamin Tuggy (CEC): the total on this slide also

1302

02:34:33.210 --> 02:34:39.600

Benjamin Tuggy (CEC): does not include Federal funds, such as the NEVI formula program and EVC RAA, mentioned earlier.

1303

02:34:40.340 --> 02:34:44.769

Benjamin Tuggy (CEC): for instance, the remaining 2 fiscal years of NEVI formula funds

1304

02:34:45.020 --> 02:34:48.790

Benjamin Tuggy (CEC): total, 163 million dollars for California.

1305

02:34:49.270 --> 02:34:53.720

Benjamin Tuggy (CEC): That's in the red text over there. But it's not reflected in the total.

1306

02:34:55.120 --> 02:34:58.459

Benjamin Tuggy (CEC): And once again the State Budget Act funds,

1307

02:34:58.480 --> 02:35:04.370

Benjamin Tuggy (CEC): the supplementary funds are as of the May budget revise. And so they are not final.

1308

02:35:06.110 --> 02:35:11.030

Benjamin Tuggy (CEC): With all that said, the total of proposed investments for this

1309

02:35:11.180 --> 02:35:16.009

Benjamin Tuggy (CEC): draft staff report would be 1.52 billion dollars. Next slide, please.

1310

02:35:18.510 --> 02:35:21.909

Benjamin Tuggy (CEC): I'll go into more detail on specific categories.

1311

02:35:22.160 --> 02:35:25.299

Benjamin Tuggy (CEC): The light duty EV charging category.

1312

02:35:25.330 --> 02:35:31.109

Benjamin Tuggy (CEC): We are proposing 37 million dollars in Clean Transportation Program base funds.

1313

02:35:31.320 --> 02:35:35.040

Benjamin Tuggy (CEC): for fiscal year 2024-2025.

1314

02:35:35.300 --> 02:35:36.579

Benjamin Tuggy (CEC): Next slide, please

1315

02:35:38.770 --> 02:35:46.349

Benjamin Tuggy (CEC): the medium and heavy duty ZEV infrastructure category includes both hydrogen refueling and EV charging.

1316

02:35:46.790 --> 02:35:53.630

Benjamin Tuggy (CEC): It includes infrastructure for trucks, school buses, ports, and off road equipment, among others.

1317

02:35:54.530 --> 02:35:57.850

Benjamin Tuggy (CEC): For fiscal year 2024, 2025

1318

02:35:57.950 --> 02:36:02.649

Benjamin Tuggy (CEC): we propose 55.2 million dollars in base funds.

1319

02:36:03.020 --> 02:36:06.400

Benjamin Tuggy (CEC): Erm, including at least 15 million dollars.

1320

02:36:06.770 --> 02:36:10.579

Benjamin Tuggy (CEC): That must be spent on hydrogen per Assembly Bill 126.

1321

02:36:12.120 --> 02:36:16.709

Benjamin Tuggy (CEC): There's also a projected 160 million dollars from the General Fund

1322

02:36:16.870 --> 02:36:22.230

Benjamin Tuggy (CEC): school bus charging in fiscal year 2024-2025.

1323

02:36:22.550 --> 02:36:23.550

Benjamin Tuggy (CEC): next slide

1324

02:36:25.810 --> 02:36:32.040

Benjamin Tuggy (CEC): The emerging opportunities category is currently projected for 46 million dollars

1325

02:36:32.300 --> 02:36:36.209

Benjamin Tuggy (CEC): in the following fiscal year, 2025-2026.

1326

02:36:36.740 --> 02:36:40.009

Benjamin Tuggy (CEC): That would come from the greenhouse gas reduction fund.

1327

02:36:41.110 --> 02:36:46.330

Benjamin Tuggy (CEC): This category includes 0 emission aviation, marine and rail applications

1328

02:36:46.810 --> 02:36:52.259

Benjamin Tuggy (CEC): as well as vehicle-grid integration. To help make sure EVs are good citizens of the grid

1329

02:36:52.800 --> 02:36:54.070

Benjamin Tuggy (CEC): next slide, please.

1330

02:36:56.000 --> 02:37:02.329

Benjamin Tuggy (CEC): Finally, we propose 3 million dollars in base funds for workforce training and development

1331

02:37:02.400 --> 02:37:05.809

Benjamin Tuggy (CEC): in fiscal year 2024-2025,

1332

02:37:06.090 --> 02:37:09.270

Benjamin Tuggy (CEC): focused on disadvantaged and low income communities.

1333

02:37:09.950 --> 02:37:11.000

Benjamin Tuggy (CEC): Next slide.

1334

02:37:13.410 --> 02:37:18.290

Benjamin Tuggy (CEC): This slide shows the table of proposed funding allocations

1335

02:37:18.650 --> 02:37:21.980

Benjamin Tuggy (CEC): for fiscal year 2024-2025.

1336

02:37:22.030 --> 02:37:29.329

Benjamin Tuggy (CEC): Once again we at the CEC, we can change allocations only for those base funds. So those have the white background.

1337

02:37:30.610 --> 02:37:37.510

Benjamin Tuggy (CEC): and that 55.2 million dollars for medium and heavy duty infrastructure in base funds

1338

02:37:37.970 --> 02:37:41.550

Benjamin Tuggy (CEC): includes at least 15 million dollars for hydrogen.

1339

02:37:42.920 --> 02:37:44.430

Benjamin Tuggy (CEC): Next slide, please.

1340

02:37:47.050 --> 02:37:50.932

Benjamin Tuggy (CEC): This. This slide is kind of a lot I know. But

1341

02:37:51.750 --> 02:37:55.770

Benjamin Tuggy (CEC): This is the table of estimated future allocations.

1342

02:37:56.140 --> 02:37:57.050

Benjamin Tuggy (CEC): Erm.

1343

02:37:57.270 --> 02:38:00.790

Benjamin Tuggy (CEC): And then, just again, that caveat of the

1344

02:38:00.880 --> 02:38:06.989

Benjamin Tuggy (CEC): base Clean Transportation Program funds will be available at about a hundred million dollars per year.

1345

02:38:07.140 --> 02:38:11.190

Benjamin Tuggy (CEC): We have not yet proposed base allocations

1346

02:38:11.400 --> 02:38:13.360

Benjamin Tuggy (CEC): for future fiscal years.  
1347  
02:38:13.690 --> 02:38:16.440  
Benjamin Tuggy (CEC): That's why those are showing up blank here.  
1348  
02:38:18.030 --> 02:38:24.170  
Benjamin Tuggy (CEC): Greenhouse gas reduction funds and general funds  
are subject to change, following future state budget acts.  
1349  
02:38:25.030 --> 02:38:30.779  
Benjamin Tuggy (CEC): One other note is the latest we've heard on that  
school bus infrastructure line is, it's  
1350  
02:38:30.940 --> 02:38:33.520  
Benjamin Tuggy (CEC): really one line item, not 2,  
1351  
02:38:33.670 --> 02:38:38.600  
Benjamin Tuggy (CEC): totaling 90 million dollars for fiscal year 2025-  
2026  
1352  
02:38:39.370 --> 02:38:40.710  
Benjamin Tuggy (CEC): next slide please  
1353  
02:38:43.880 --> 02:38:45.160  
Benjamin Tuggy (CEC): All right.  
1354  
02:38:45.520 --> 02:38:49.869  
Benjamin Tuggy (CEC): Now we are going to get into the main advisory  
committee discussion.  
1355  
02:38:50.478 --> 02:38:55.392  
Benjamin Tuggy (CEC): Once again, we will have time for public comment  
after this discussion period.  
1356  
02:38:56.070 --> 02:38:59.859  
Benjamin Tuggy (CEC): Gonna read out these full questions for  
accessibility purposes.  
1357  
02:39:00.370 --> 02:39:02.840  
Benjamin Tuggy (CEC): So the 1st question is  
1358  
02:39:03.060 --> 02:39:07.659  
Benjamin Tuggy (CEC): given the evolving state budget and Federal funding  
context,  
1359  
02:39:07.890 --> 02:39:12.930  
Benjamin Tuggy (CEC): does the proposed allocation of Clean  
Transportation Program base funds  
1360  
02:39:13.040 --> 02:39:14.599  
Benjamin Tuggy (CEC): strike the right balance?  
1361  
02:39:15.160 --> 02:39:18.950  
Benjamin Tuggy (CEC): again, that was 37 million dollars for light duty.

1362  
02:39:19.100 --> 02:39:22.570  
Benjamin Tuggy (CEC): 55.2 million dollars for medium and heavy duty.  
1363  
02:39:23.200 --> 02:39:26.079  
Benjamin Tuggy (CEC): 3 million dollars for workforce development.  
1364  
02:39:26.190 --> 02:39:29.380  
Benjamin Tuggy (CEC): Fiscal year 2024-2025.  
1365  
02:39:29.780 --> 02:39:31.060  
Benjamin Tuggy (CEC): next slide, please.  
1366  
02:39:33.990 --> 02:39:40.730  
Benjamin Tuggy (CEC): Right. And the second question is, what are your high level recommendations for light duty infrastructure?  
1367  
02:39:41.900 --> 02:39:47.579  
Benjamin Tuggy (CEC): 3rd question is similar, what are your high level recommendations for medium and heavy duty infrastructure?  
1368  
02:39:48.820 --> 02:39:51.519  
Benjamin Tuggy (CEC): And finally, for both of those sectors  
1369  
02:39:51.600 --> 02:39:55.779  
Benjamin Tuggy (CEC): are there specific recommendations for equity that we should consider?  
1370  
02:39:57.820 --> 02:39:58.510  
Benjamin Tuggy (CEC): and  
1371  
02:39:58.570 --> 02:39:59.770  
Benjamin Tuggy (CEC): again, with.  
1372  
02:39:59.990 --> 02:40:05.290  
Benjamin Tuggy (CEC): even if some of the recommendations could be outside of the scope of the investment plan itself,  
1373  
02:40:05.360 --> 02:40:09.750  
Benjamin Tuggy (CEC): We will pass along the feedback to the teams developing solicitations.  
1374  
02:40:11.470 --> 02:40:13.000  
Benjamin Tuggy (CEC): next slide, please.  
1375  
02:40:15.670 --> 02:40:21.870  
Benjamin Tuggy (CEC): Right. So we're gonna have 3 minutes for each advisory committee member to comment.  
1376  
02:40:23.940 --> 02:40:26.580  
Benjamin Tuggy (CEC): please raise your hand to speak.  
1377  
02:40:26.850 --> 02:40:30.749  
Benjamin Tuggy (CEC): If you're on zoom. I do see some hands already.



1378

02:40:30.930 --> 02:40:34.970

Benjamin Tuggy (CEC): and I see, Michael, you'd like to speak in the room.

1379

02:40:37.020 --> 02:40:41.829

Benjamin Tuggy (CEC): Why don't we go ahead and start with the room comments first, if that sounds good.

1380

02:40:42.390 --> 02:40:46.260

Benjamin Tuggy (CEC): so please state your name when you're on mute and

1381

02:40:46.640 --> 02:40:49.050

Benjamin Tuggy (CEC): begin speaking. So go ahead, Michael.

1382

02:40:49.490 --> 02:40:54.210

Michael Pimentel: all right, and thank you for the opportunity. Again, Michael Pimentel, with the California Transit Association.

1383

02:40:54.220 --> 02:41:06.859

Michael Pimentel: I'll say the highest of levels funding breakdown that was presented between light duty, medium and heavy duty, and workforce development and training appears to be appropriate

1384

02:41:06.870 --> 02:41:10.669

Michael Pimentel: gonna offer, though a caveat to that, and that is

1385

02:41:11.048 --> 02:41:17.140

Michael Pimentel: one of the things I I believe, would be helpful at this juncture in the process

1386

02:41:17.644 --> 02:41:36.979

Michael Pimentel: would be for the CEC staff to provide some indication of what solicitations may be forthcoming under those larger buckets of investments, having just initial concepts for what those GFOs are, I think, would allow us to better advise on whether the funding breakdown and and balance

1387

02:41:36.990 --> 02:41:57.859

Michael Pimentel: is, in fact appropriate all that said, understand that you're looking for feedback from advisory committee members today to maybe inform some of those solicitations and the GFOs. Of course, representing the interest of public transit agencies and their riders here in the State would continue to uplift that as we're looking at medium and heavy duty

1388

02:41:57.860 --> 02:42:19.469

Michael Pimentel: deployments, that there is a heavy focus on investing in public transit. I'll emphasize that as an association, we are technology and fuel agnostic. And so we would encourage that those investments be made available for both battery electric deployments as well as hydrogen fuel cell deployments

1389

02:42:19.909 --> 02:42:37.519

Michael Pimentel: and then would emphasize, as I did in my introduction this morning, that public transit is being charged with transitioning to 0 emission technologies across all modes, buses, rail and ferries. And so, as the GFOs are being developed would encourage

1390  
02:42:37.874 --> 02:42:52.069

Michael Pimentel: that there continue to be a focus on those 3 modes recognizing the need to transition on all them generally in the the roughly 2040 timeframe and then final comment here would be.

1391  
02:42:52.608 --> 02:43:14.730

Michael Pimentel: to the extent possible. We've generally found that the block grant opportunities have provided an easier pathway for public agencies and public transit agencies in in particular, to access these dollars rather than a larger competitive solicitation. That's a bit more protracted, bit more complicated on the front end to participate in.

1392  
02:43:14.730 --> 02:43:26.040

Michael Pimentel: and so would encourage that as GFOs are being developed that a heavy balance of the funding that is being proposed moves through a block grant structure as opposed through an individual competitive solicitation.

1393  
02:43:29.390 --> 02:43:33.260

Benjamin Tuggy (CEC): All right. Thank you, Michael, for your comments. Next

1394  
02:43:34.420 --> 02:43:43.500

Benjamin Tuggy(CEC): I think, Greg, did you wanna say something? Go ahead. Yes, thank you. Greg Cane, California hydrogen car owners association.

1395  
02:43:43.530 --> 02:43:55.590

Greg Cane: drivers of fuel cell cars prefer these vehicles because they are great cars. They can be refueled in 5 minutes, have up to a 400 mile range, and because we want to do our part for climate change.

1396  
02:43:55.980 --> 02:44:02.150

Greg Cane: all of us here are racing to transition as quickly as possible to a newer, greener economy

1397  
02:44:02.200 --> 02:44:07.749

Greg Cane: as we make these changes, it is clear that we cannot make the perfect the enemy of the good.

1398  
02:44:08.407 --> 02:44:13.379

Greg Cane: Excuse me, at this time transportation hydrogen has its downsides.

1399  
02:44:13.540 --> 02:44:21.890

Greg Cane: Our main shortcoming is that the production of this fuel is not yet completely green. We do not accept accept the status quo.

1400  
02:44:22.160 --> 02:44:26.619

Greg Cane: California hydrogen Car Owners Association has 3 main goals.  
1401

02:44:26.720 --> 02:44:32.520

Greg Cane: One of these is called transportation hydrogen: green before the grid.

1402

02:44:32.570 --> 02:44:43.639

Greg Cane: We're going to do all that we can to make sure to that we reach this goal. An excellent start is Senate Bill 1420, which is currently making its way through the legislature.

1403

02:44:44.560 --> 02:44:53.549

Greg Cane: It is undeniable that the lack of reliable fueling infrastructure in California is single handedly forking the success of these cars in the US.

1404

02:44:54.030 --> 02:45:00.440

Greg Cane: Hydrogen refueling station deployment must precede the adoption of these cars by the public.

1405

02:45:00.890 --> 02:45:05.609

Greg Cane: South Korea got it right, and has seen considerable success. As a result.

1406

02:45:06.400 --> 02:45:13.580

Greg Cane: I know that there are those who do not believe that we need more hydrogen refueling stations for light duty vehicles.

1407

02:45:13.760 --> 02:45:18.690

Greg Cane: You could write to me with your concerns in the next few weeks. I will gladly respond.

1408

02:45:18.810 --> 02:45:25.179

Greg Cane: if I do not know the answer, I will ask for help from those who are much more knowledgeable than I am.

1409

02:45:25.360 --> 02:45:26.340

Greg Cane: Thank you

1410

02:45:27.830 --> 02:45:29.569

Benjamin Tuggy (CEC): All right, thank you, Greg

1411

02:45:29.690 --> 02:45:36.270

Benjamin Tuggy (CEC): Erm, any other in person advisory committee members who'd like to comment right now. You'll have an

1412

02:45:36.380 --> 02:45:38.926

Benjamin Tuggy (CEC): opportunity later if you change your mind.

1413

02:45:41.740 --> 02:45:42.630

Benjamin Tuggy (CEC): Go ahead.

1414

02:45:43.190 --> 02:45:44.100

Benjamin Tuggy (CEC): Elise.

1415

02:45:44.280 --> 02:46:13.253

Elise Candelaria: Elise Candelaria, Employment Training Panel, just on the Workforce Development funding allocation front in support of it. We're part of the Interagency collaboration between the California Energy Commission and the EVITP that was afore mentioned. That might be duplicative efforts, and that we will have a more in depth discussion on that June 25th meeting. I just also wanted to note that

1416

02:46:14.120 --> 02:46:17.360

Elise Candelaria: how favorable the collaboration has been in that

1417

02:46:18.930 --> 02:46:32.629

Elise Candelaria: you know, the huge part is the the above 50% going to disadvantaged communities, rural communities. And that is a big benefit of working together for this specific 3 million

1418

02:46:32.900 --> 02:46:35.880

Elise Candelaria: funding allocation that

1419

02:46:36.580 --> 02:46:38.270

Elise Candelaria: might not otherwise

1420

02:46:38.350 --> 02:46:50.870

Elise Candelaria: go in that direction. I also wanted to say, as far as the equity question in support of pre-apprenticeship programs and K-12 adult schools that lead to the pathway apprenticeships for electricians

1421

02:46:50.950 --> 02:46:52.200

Elise Candelaria: and

1422

02:46:53.276 --> 02:46:56.060

Elise Candelaria: high paid jobs, career pathways.

1423

02:46:57.737 --> 02:47:00.272

Elise Candelaria: It's also good to have

1424

02:47:01.609 --> 02:47:06.100

Elise Candelaria: Yet the same marketing [?] definitions. That's just another thing I wanted to make a comment on in that

1425

02:47:06.110 --> 02:47:17.490

Elise Candelaria: collaboration is that the metrics become more robust and reliable in in having that interagency collaboration that would not have otherwise happened.

1426

02:47:19.990 --> 02:47:21.610

Benjamin Tuggy (CEC): All right. Thank you, Elise.

1427

02:47:24.380 --> 02:47:28.729

Benjamin Tuggy (CEC): looks like we can go to the remote advisory committee members.

1428

02:47:29.540 --> 02:47:31.910

Benjamin Tuggy (CEC): quickly before we transition over  
1429  
02:47:32.350 --> 02:47:33.190  
Benjamin Tuggy (CEC): as we  
1430  
02:47:33.904 --> 02:47:35.690  
Benjamin Tuggy (CEC): mentioned earlier, the  
1431  
02:47:36.473 --> 02:47:45.980  
Benjamin Tuggy (CEC): This this discussion period is the most critical  
period for advisory Members committee members to have their cameras on if  
calling in remotely.  
1432  
02:47:46.170 --> 02:47:49.699  
Benjamin Tuggy (CEC): going to adjust the zoom settings here.  
1433  
02:47:52.050 --> 02:47:53.290  
Benjamin Tuggy (CEC): think that  
1434  
02:47:56.490 --> 02:47:57.330  
Benjamin Tuggy (CEC): Nope  
1435  
02:47:59.030 --> 02:48:00.080  
Benjamin Tuggy (CEC): right  
1436  
02:48:00.730 --> 02:48:07.469  
Benjamin Tuggy (CEC): With that said I think we can proceed to the 1st  
commenter, which is Katrina.  
1437  
02:48:09.230 --> 02:48:22.587  
Katrina Fritz: Thank you. Katrina Fritz, California Hydrogen Business  
Council. I have a few different comments. The 1st is that the categories  
should be grouped differently for hydrogen infrastructure, light and  
medium duty should be grouped.  
1438  
02:48:23.576 --> 02:48:29.130  
Katrina Fritz: The plan should reflect the feeling pathway being proposed  
today by the infrastructure developers  
1439  
02:48:29.140 --> 02:48:43.510  
Katrina Fritz: in the near term light duty and medium duty stations are  
now designed to be jointly operable, and they are more similar than heavy  
duty. They also it's logical that they have shared infrastructure because  
they have similar operations.  
1440  
02:48:43.900 --> 02:48:48.360  
Katrina Fritz: and these vehicles return home every night and have  
neighborhood refueling.  
1441  
02:48:48.850 --> 02:49:04.419  
Katrina Fritz: That. So this shared infrastructure is happening today,  
and the plan should reflect that heavy duty infrastructure is being  
developed separately in the near term. They need a larger nozzle. They  
need more capacity. So it's not going to be jointly operable.

1442

02:49:05.071 --> 02:49:21.519

Katrina Fritz: Additionally on expired funds from the cancelled shell agreement should be returned to light duty refueling, and they should consider distributing these funds to awardees from the original Grant request to start to meet that station target that we had

1443

02:49:22.653 --> 02:49:32.906

Katrina Fritz: on the workforce training side. I'll I'll it's really important to also include hydrogen in that workforce training budget. And I think to allocate more than 3 million dollars.

1444

02:49:33.400 --> 02:49:42.390

Katrina Fritz: It's important for safety and compliance as well. New workers coming into the workforce are needed. There is already

1445

02:49:43.490 --> 02:49:50.320

Katrina Fritz: a need. There's a competition for talent that's happening today between the different developers.

1446

02:49:50.410 --> 02:50:03.130

Katrina Fritz: But also, you know, the transit fleets, the transit buses that are operating today in this, often in disadvantaged communities, need to make sure that all their operators and drivers are trained on all the safety protocols as well.

1447

02:50:04.597 --> 02:50:27.630

Katrina Fritz: Additionally, in support of what Mr. Pimentel said, we would like to have some certainty in the out years. So, understanding that the you know the base budget can change, we'd like to see a breakout of the allocation between the hydrogen infrastructure and the charging infrastructure. And we'd also like to see what is being contemplated in the out years

1448

02:50:27.630 --> 02:50:43.280

Katrina Fritz: when we are talking about installing infrastructure. You know we're already starting to plan for 2026, 2027, and we need that investment signal now to enable to enable us to meet that planning timeline and have some certainty.

1449

02:50:43.620 --> 02:50:44.680

Katrina Fritz: Thank you.

1450

02:50:46.940 --> 02:50:48.509

Benjamin Tuggy (CEC): Thank you, Katrina.

1451

02:50:49.636 --> 02:50:54.990

Benjamin Tuggy (CEC): Up next is Andrew. Please say your name when you unmute.

1452

02:50:55.770 --> 02:50:57.259

Andrew Martinez (CARB) (He/Him): Hi! Can you hear me?

1453

02:50:58.320 --> 02:50:59.070

Benjamin Tuggy (CEC): Yes.

1454

02:50:59.070 --> 02:51:18.620

Andrew Martinez (CARB) (He/Him): Yes, okay. Hi, Andrew Martinez, California Air Resources Board. wanted to 1st say that. I that I appreciate. You know we appreciate the the emphasis here, moving over time to a bit more medium and heavy duty, funding more balance there between light and medium and heavy duty. So we think that is appropriate.

1455

02:51:19.003 --> 02:51:45.506

Andrew Martinez (CARB) (He/Him): I will piggyback off of some of Katrina's comments and emphasize that yes, we are seeing in our discussions and our deliberations, that for hydrogen, specifically it, it really does seem to make more sense to consider light and medium duty operations together. As one station, and therefore you know, we recommend that CEC, consider how to possibly realign the funding structure for that

1456

02:51:46.176 --> 02:52:12.259

Andrew Martinez (CARB) (He/Him): and then keep heavy duty separate, and we understand the history, and how how we got here, and how perhaps the the tie of medium and heavy duty might make more sense in battery charging. But just, you know, looking at the technologies, looking at the standards, looking at the operations. We really see a lot more sense in light duty and medium duty being considered together. So encourage the CEC looking into that, and make an assessment of that for aligning the funding.

1457

02:52:13.830 --> 02:52:38.400

Andrew Martinez (CARB) (He/Him): I will also again say that it would really help if the investment plan could directly address the 34 million dollars from the Shell agreement. I acknowledge that the investment plan does mention it, but it doesn't seem to appear in the tables of 34 million dollars from the Shell agreement. It doesn't seem to appear in the tables unless it's within the 55 million dollars

1458

02:52:38.758 --> 02:52:45.320

Andrew Martinez (CARB) (He/Him): line for electric and hydrogen medium and heavy duty infrastructure. But that wasn't entirely clear. And I and I I

1459

02:52:45.850 --> 02:52:52.060

Andrew Martinez (CARB) (He/Him): I feel, or that that may not be the case. So if we can get some more clarity that'd be very, very welcome.

1460

02:52:52.813 --> 02:53:01.889

Andrew Martinez (CARB) (He/Him): I also would recommend. The report does talk about the upcoming reliability regulations on EV charging. I think it would be helpful to

1461

02:53:01.890 --> 02:53:28.200

Andrew Martinez (CARB) (He/Him): discuss a little bit more about how that might layer on to EV charging solicitations and the requirements in there, recognizing that there are have been already reliability requirements. But just to maybe make it explicitly clear that whatever

goes ends up being in the in the regulation will apply to chargers funded through this program, and also maybe to even indicate, like, How how will that be enforced? Is that a is that a hold back mechanism, etc?

1462

02:53:29.092 --> 02:53:48.949

Andrew Martinez (CARB) (He/Him): And then my last comment is actually about a single family charging. I know that we've talked a lot about the program does not fund single family charging anymore. But we are are hearing more and more from concerns about rural and low income community charging. And in particular, you know, the

1463

02:53:48.950 --> 02:54:07.690

Andrew Martinez (CARB) (He/Him): rural areas may have different home ownership situations may have different occupancy situations. So maybe not even home ownership, but home, single family, home renters who are having difficulties and not finding programs built for them. So we do recommend that CEC, you know, maybe takes a look at this and see and see if there's an opportunity we

1464

02:54:07.690 --> 02:54:20.110

Andrew Martinez (CARB) (He/Him): for for supporting that definitely continue with the multi family work. We think that's important. But maybe it take deserves a second look to look into a single families homes in rural and low income communities. Thank you.

1465

02:54:21.980 --> 02:54:23.450

Benjamin Tuggy (CEC): Alright, thank you, Andrew.

1466

02:54:25.530 --> 02:54:29.070

Benjamin Tuggy (CEC): We can go next to Nick Blair.

1467

02:54:29.770 --> 02:54:36.280

Nick Blair, ACWA: Yes, good afternoon. Thank you. Once again, Nick Blair, with the Association California water agencies

1468

02:54:36.662 --> 02:54:45.429

Nick Blair, ACWA: I guess. First looking at the breakdown of the budget. I can definitely say we appreciate that there is an emphasis on medium and heavy duty. As I noted

1469

02:54:45.440 --> 02:55:08.419

Nick Blair, ACWA: my one of my primary reasons for being here is because, my 470 plus public water agencies are part of the electrification effort. As a result, the advanced clean fleet rule. But it's not just water agencies. It's public fleets across the State that are seen as part of the 1st wave of electrifying. So it is essential that there are funds available to help our agencies

1470

02:55:08.748 --> 02:55:17.289

Nick Blair, ACWA: get there. And you know, with that said 55.2 million is, you know it's definitely a generous chunk of this amount, but it

1471

02:55:17.330 --> 02:55:27.629



Nick Blair, ACWA: it will only go so far. So I've definitely asked for feedback from my members on, on thinking through this, and some of the ideas that we had just to throw them out, there would be  
1472

02:55:27.740 --> 02:55:31.109

Nick Blair, ACWA: to take a simple approach with grants. So  
1473

02:55:31.665 --> 02:55:55.439

Nick Blair, ACWA: maybe planning or advisory services for for smaller fleets that are especially in need. Some of my agencies are in rural areas and are in disadvantaged communities. So, having planning grants to help them think through how charging infrastructure for these medium and heavy duty fleets would go a long way for for thinking that through as as this is a long term plan  
1474

02:55:56.218 --> 02:56:04.589

Nick Blair, ACWA: also advisory service, technical advisory services not only for the charging, but also for thinking about how to navigate the  
1475

02:56:05.690 --> 02:56:09.209

Nick Blair, ACWA: atmosphere out there for dealing with their electric utilities.  
1476

02:56:09.880 --> 02:56:37.789

Nick Blair, ACWA: And then also, there's thinking, too, that maybe there should be an emphasis on making sure that projects that are funded are actually feasible. There are a lot of ideas out there about what vehicles are going to be available. But in some cases the technology is not there. So it might be worthwhile to look into making sure that projects funded are going to be funding vehicles that are available and are able to actually be built and on the ground and serving their communities.  
1477

02:56:37.790 --> 02:56:56.289

Nick Blair, ACWA: I think it was brought up before that the block Grant model was helpful for public fleets. I've definitely had folks reach out to me and encourage that having that model, if not the formula grant model which might be similar to block Grant might be helpful for making it go a little farther for public fleets.  
1478

02:56:56.730 --> 02:56:58.000

Nick Blair, ACWA: and then  
1479

02:56:58.970 --> 02:57:10.159

Nick Blair, ACWA: on the hydrogen front there was also an an ask that there is funding for hydrogen power platforms just to make sure that is out there and and also being explored.  
1480

02:57:10.260 --> 02:57:16.930

Nick Blair, ACWA: I can appreciate the previous comments about looking at light and medium as as one  
1481

02:57:17.231 --> 02:57:37.580

Nick Blair, ACWA: category. But, like I said before, with the admin of this advanced clean fleet rule. You have a lot of fleets that are looking

at Class 2b and above. So I guess I would just ask that there is some thought and priority given to fleets that are required to go with that and not have it be diverted. So I know my time is about up, and I'll I'll stop there. Thanks.

1482

02:57:40.240 --> 02:57:41.619

Benjamin Tuggy (CEC): All right. Thank you, Nick.

1483

02:57:42.516 --> 02:57:45.690

Benjamin Tuggy (CEC): Next we have Jon Hart. So go ahead.

1484

02:57:45.840 --> 02:57:51.640

Jon Hart: Yes, thank you. I'd like to respond to the question, the high level recommendations for light duty infrastructure.

1485

02:57:51.860 --> 02:57:53.877

Jon Hart: 1st point

1486

02:57:54.650 --> 02:57:58.680

Jon Hart: want to emphasize. Still a need

1487

02:57:58.810 --> 02:58:07.379

Jon Hart: for funding within Light Duty for workplace charging. I know maybe a year or so ago the Energy Commission was asking the question

1488

02:58:07.630 --> 02:58:25.179

Jon Hart: of has workplace charging had enough funding? Should we switch to more of maybe like a gas station type model? I don't know if that's still consideration, or what those thoughts are, but want to emphasize need for ongoing workplace charging. Some of the reasons for that:

Workplace charging typically

1489

02:58:25.570 --> 02:58:30.579

Jon Hart: occurs in the middle of the day, when you have lowest greenhouse gas emissions

1490

02:58:31.280 --> 02:58:35.550

Jon Hart: you have lowest utility costs. And

1491

02:58:36.210 --> 02:58:43.140

Jon Hart: for drivers charging at work is typically less expensive than it is even at home.

1492

02:58:44.176 --> 02:58:49.590

Jon Hart: And therefore you have kind of this low, lowest cost, best environmental impact

1493

02:58:50.105 --> 02:58:54.380

Jon Hart: less impacts on the grid when it's happening in the middle of the day.

1494

02:58:55.470 --> 02:59:13.959

Jon Hart: Another point is, I would recommend, light duty programs focusing more having requirements or incentives for providing different

types of grid services. I think the chargers have gotten to the point that they're capable of providing a lot of dynamic charging  
1495

02:59:14.060 --> 02:59:25.500

Jon Hart: and are capable of, I mentioned earlier, avoiding or reducing infrastructure, buildout or responding to different signals, and I think consideration of that

1496

02:59:25.952 --> 02:59:28.129

Jon Hart: would go a long way in these programs.

1497

02:59:28.755 --> 02:59:55.359

Jon Hart: I would recommend across different programs having consistency with program rules where applicable, especially administrative rules, it becomes difficult tracking. All the different rules of this program requires. You know, th, these are the penalties for this program. These are penalties for the one or this program you have to report data like this and the other ones. So having a consistency across programs would really help streamline.

1498

02:59:56.970 --> 03:00:00.170

Jon Hart: participation in these programs reduce soft costs

1499

03:00:01.180 --> 03:00:11.980

Jon Hart: and then last point is where possible, to have more open what I call open incentive programs rather than kind of this

1500

03:00:12.160 --> 03:00:36.040

Jon Hart: flash in the pan, we're opening tomorrow, get your projects ready, 1st 50 projects in are funded, everyone else is not but trying to develop programs that are open for longer periods of time where you have the opportunity to develop projects. And there's more funding certainty that is much more impactful and helpful for industry. Thank you.

1501

03:00:38.460 --> 03:00:40.660

Benjamin Tuggy (CEC): Alright. Thank you, Jon, for your comments.

1502

03:00:41.546 --> 03:00:44.879

Benjamin Tuggy (CEC): Next up, I believe, is Joel Levin.

1503

03:00:46.010 --> 03:00:47.959

Joel Levin: Oh, okay, thank you.

1504

03:00:48.700 --> 03:01:07.260

Joel Levin: So I appreciate, your increased focus on charger reliability this year. Especially through the development of the EV charger reliability regulations. I appreciate that CEC's looking at reliability broadly, with focus on the consumer experience.

1505

03:01:07.665 --> 03:01:27.059

Joel Levin: The main question is whether a consumer can pull into a charging plaza and charge as much as they need on the 1st try. If you think about it, how often do you pull into a gas station, and you fail to

get all the fuel that you need on the 1st try, which is never basically right so our goal should be to try to have that level of service.

1506

03:01:27.492 --> 03:01:56.200

Joel Levin: If a station is operational, but the consumer can't use it for one reason or another. So there's a payment problem, or there's vandalism on the screen, or they just couldn't figure out how to use it or whatever that's still a failed charging event. And so this is a much broader approach than just uptime, and it's great to see that reflected in CEC's reliability regulations through the successful charging attempt rate metric.

1507

03:01:57.243 --> 03:02:12.940

Joel Levin: We appreciate the investments that CEC has made to date in multifamily housing through programs like REACH and REACH 2.0. And I wanna encourage you to continue and expand your investments in multifamily housing.

1508

03:02:13.349 --> 03:02:16.469

Joel Levin: In the light duty space. Multifamily housing is

1509

03:02:16.590 --> 03:02:21.639

Joel Levin: likely going to be the single largest challenge, especially for lower income consumers.

1510

03:02:21.760 --> 03:02:32.410

Joel Levin: And we know through our survey work that people who can charge at home, they do it and they love it, and it has a huge impact on the whole experience of driving an EV

1511

03:02:32.750 --> 03:03:02.019

Joel Levin: people like charging at home because it's convenient. It's reliable. And it's cheap. So, for example, I'm fortunate I can. I can charge in my driveway using an old, simple, non networked but highly reliable level 2 charger. And how often does it work? Always. 100% of the time. And I know that I'm getting the cheapest available price for electricity. And so our goal with multifamily housing ought to be to create a consumer experience that approaches

1512

03:03:02.020 --> 03:03:09.519

Joel Levin: that convenience, reliability, and low cost of single family charging in a multi family home, multi family dwelling.

1513

03:03:10.816 --> 03:03:36.339

Joel Levin: So Plug In America is also supportive of the increased programmatic focus on Californians who need the most support as required by AB 126. We think this makes sense, and it's consistent with the reality that EVs are entering the mainstream for many consumers. And there's now a lot of communities in the state where EVs are moving forward without additional CEC support.

1514

03:03:36.752 --> 03:03:45.010

Joel Levin: So current CEC programs with this kind of focus includes the CALeVIP 2.0 and Communities in Charge.

1515

03:03:45.010 --> 03:04:06.930

Joel Levin: So we would encourage CEC to implement strategies that go beyond the 50% requirement, as has already been talked about for disadvantaged communities. So I'm out of time. I just wanted to say that we're also very supportive of increasing funding on medium and heavy duty vehicles as well. We think that infrastructure is really important. So thank you.

1516

03:04:08.570 --> 03:04:10.059

Benjamin Tuggy (CEC): Thank you, Joel.

1517

03:04:10.482 --> 03:04:14.429

Benjamin Tuggy (CEC): I'll make a couple of notes here. One, we do have an in person

1518

03:04:14.837 --> 03:04:27.319

Benjamin Tuggy (CEC): Advisory committee member who'd like to comment. I know they can't really get in the usual comment queue so, Commissioner, I don't know if you'd like us to go through a few more remote commenters and switch back to in person. Or

1519

03:04:27.370 --> 03:04:29.430

Benjamin Tuggy (CEC): Erm defer to you on that.

1520

03:04:30.810 --> 03:04:37.560

Patty Monahan: You know. I think it's good to switch it out, because everybody on the zoom can raise their hand easily, or it's harder in the room so

1521

03:04:37.900 --> 03:04:39.790

Patty Monahan: why don't we move to the room.

1522

03:04:41.080 --> 03:04:43.591

Benjamin Tuggy (CEC): Sounds good and quickly I'll also

1523

03:04:44.100 --> 03:04:46.170

Benjamin Tuggy (CEC): ask if we could

1524

03:04:46.270 --> 03:04:53.449

Benjamin Tuggy (CEC): switch to the slide deck that has the comment instructions for those who are

1525

03:04:53.530 --> 03:04:58.399

Benjamin Tuggy (CEC): calling in via telephone. I'm not sure if any advisory committee members are but

1526

03:04:58.430 --> 03:04:59.830

Benjamin Tuggy (CEC): just in case

1527

03:04:59.950 --> 03:05:02.277

Benjamin Tuggy (CEC): that way they can have the instructions

1528

03:05:02.690 --> 03:05:06.309

Benjamin Tuggy (CEC): in a few moments. But Luis, with that said  
1529  
03:05:06.410 --> 03:05:09.170  
Benjamin Tuggy (CEC): Think you can go ahead and make your comment.  
1530  
03:05:14.290 --> 03:05:17.920  
Luis Olmedo: It was on, you know, since we're talking budget here.  
1531  
03:05:19.380 --> 03:05:21.170  
Luis Olmedo: wanted to ask some  
1532  
03:05:22.040 --> 03:05:25.140  
Luis Olmedo: clarification. I might I I probably missed it.  
1533  
03:05:26.290 --> 03:05:27.010  
Luis Olmedo: but  
1534  
03:05:27.370 --> 03:05:28.959  
Luis Olmedo: I did notice on  
1535  
03:05:29.690 --> 03:05:32.200  
Luis Olmedo: 2025 forecast.  
1536  
03:05:32.690 --> 03:05:37.170  
Luis Olmedo: 140, and then it goes down to 80, and then 27-28 As we're  
reaching  
1537  
03:05:37.820 --> 03:05:39.750  
Luis Olmedo: that deadline.  
1538  
03:05:39.940 --> 03:05:41.609  
Luis Olmedo: it, it jumps up  
1539  
03:05:42.140 --> 03:05:50.140  
Luis Olmedo: so again without further understanding of it, and probably  
it was already discussed. I know I I had another meeting, so I had, I  
showed up a little late.  
1540  
03:05:50.920 --> 03:05:55.709  
Luis Olmedo: That sounds like a reactive that looks like a reactive  
budget, not a proactive budget  
1541  
03:05:57.110 --> 03:05:58.220  
Luis Olmedo: and  
1542  
03:05:59.110 --> 03:06:01.169  
Luis Olmedo: workforce trading and development.  
1543  
03:06:02.400 --> 03:06:04.449  
Luis Olmedo: This is this is critical.  
1544  
03:06:05.150 --> 03:06:06.080  
Luis Olmedo: Is  
1545

03:06:06.640 --> 03:06:12.610  
Luis Olmedo: is there a reason why that's not important here? Is there another budget somewhere else in the State  
1546

03:06:12.650 --> 03:06:15.599  
Luis Olmedo: that is prioritizing their workforce development dollars  
1547

03:06:15.820 --> 03:06:18.750  
Luis Olmedo: that is coordinating with the Energy Commission  
1548

03:06:20.032 --> 03:06:21.210  
Luis Olmedo: to assure that  
1549

03:06:21.870 --> 03:06:24.569  
Luis Olmedo: that it's not zeroed out, but it's actually  
1550

03:06:24.630 --> 03:06:26.740  
Luis Olmedo: being picked up somewhere else Or  
1551

03:06:26.780 --> 03:06:28.339  
Luis Olmedo: why wouldn't that be important?  
1552

03:06:32.080 --> 03:06:40.590  
Benjamin Tuggy (CEC): I can go ahead and quickly touch on that question. That's a very good question Luis. I think that's part of the  
1553

03:06:40.800 --> 03:06:43.879  
Benjamin Tuggy (CEC): what we'd like to get feedback on here today is  
1554

03:06:43.990 --> 03:06:47.750  
Benjamin Tuggy (CEC): Erm. Obviously the total funding is limited, and we're  
1555

03:06:47.770 --> 03:06:56.409  
Benjamin Tuggy (CEC): trying to see if we're putting enough into each category. And what are the correct trade offs? So definitely, your your feedback is well taken  
1556

03:06:59.135 --> 03:06:59.750  
Luis Olmedo: again.  
1557

03:07:02.070 --> 03:07:04.529  
Luis Olmedo: something really important.  
1558

03:07:05.100 --> 03:07:08.299  
Luis Olmedo: California will not reach its goals  
1559

03:07:08.500 --> 03:07:11.230  
Luis Olmedo: If it doesn't broaden its portfolios  
1560

03:07:11.530 --> 03:07:13.670  
Luis Olmedo: of stakeholders,  
1561

03:07:14.300 --> 03:07:20.479

Luis Olmedo: companies, and models that are out there ready to help build infrastructure.

1562

03:07:20.760 --> 03:07:22.960

Luis Olmedo: California has ignored

1563

03:07:23.230 --> 03:07:24.969

Luis Olmedo: disadvantaged communities

1564

03:07:25.580 --> 03:07:29.030

Luis Olmedo: as though disadvantaged communities cannot build.

1565

03:07:30.300 --> 03:07:31.380

Luis Olmedo: I have

1566

03:07:31.410 --> 03:07:33.569

Luis Olmedo: had the opportunity

1567

03:07:33.900 --> 03:07:36.370

Luis Olmedo: to hire contractors

1568

03:07:36.410 --> 03:07:38.490

Luis Olmedo: that had always served

1569

03:07:38.960 --> 03:07:45.070

Luis Olmedo: as subcontractors, despite the fact, having every credential, every license.

1570

03:07:45.110 --> 03:07:47.110

Luis Olmedo: every insurance

1571

03:07:47.320 --> 03:07:49.610

Luis Olmedo: and gone through the same scrutiny.

1572

03:07:50.760 --> 03:07:53.810

Luis Olmedo: have been given the opportunity to take on

1573

03:07:54.110 --> 03:07:57.920

Luis Olmedo: this type of like electric vehicle charging infrastructure

1574

03:07:58.940 --> 03:08:01.400

Luis Olmedo: because they are being,

1575

03:08:04.240 --> 03:08:05.850

Luis Olmedo: in one way or another,

1576

03:08:06.530 --> 03:08:07.930

Luis Olmedo: overshadowed

1577

03:08:07.980 --> 03:08:09.659

Luis Olmedo: by larger companies

1578

03:08:10.360 --> 03:08:13.430

Luis Olmedo: that are taking the lion's share of the opportunity.



1579  
03:08:15.950 --> 03:08:21.730  
Luis Olmedo: And that's been a historical problem. I've been doing this kind of work for 25 years.  
1580  
03:08:21.890 --> 03:08:24.649  
Luis Olmedo: I've seen California, and repeatedly  
1581  
03:08:24.710 --> 03:08:29.359  
Luis Olmedo: decade after decade. I can say that now, 'cause I'm at 25 years doing this work  
1582  
03:08:29.650 --> 03:08:32.939  
Luis Olmedo: right? So I can say it twice, decade after decade.  
1583  
03:08:33.520 --> 03:08:35.339  
Luis Olmedo: That's 20 years, and counting  
1584  
03:08:35.550 --> 03:08:37.210  
Luis Olmedo: that I have told the State  
1585  
03:08:37.450 --> 03:08:40.100  
Luis Olmedo: the whole statewide approach  
1586  
03:08:40.130 --> 03:08:41.760  
Luis Olmedo: is not going to work  
1587  
03:08:41.910 --> 03:08:44.680  
Luis Olmedo: unless there is a direct  
1588  
03:08:44.690 --> 03:08:47.590  
Luis Olmedo: investment in communities  
1589  
03:08:48.420 --> 03:08:52.570  
Luis Olmedo: where this infrastructure needs to also be made available.  
1590  
03:08:53.960 --> 03:08:57.110  
Luis Olmedo: So I just see that I'm being timed.  
1591  
03:08:57.660 --> 03:09:00.320  
Luis Olmedo: Yeah, that's that's it. I'll I'll stop there  
1592  
03:09:02.050 --> 03:09:03.700  
Benjamin Tuggy (CEC): All right. Thank you, Luis  
1593  
03:09:04.080 --> 03:09:08.310  
Benjamin Tuggy (CEC): Erm. Any other in person commenters right now? I know we've  
1594  
03:09:08.370 --> 03:09:10.580  
Benjamin Tuggy (CEC): may have covered all the folks well.  
1595  
03:09:12.790 --> 03:09:13.790  
Benjamin Tuggy (CEC): right.

1596  
03:09:14.731 --> 03:09:19.518  
Benjamin Tuggy (CEC): If not, I think we can get back to the online queue. I'll also

1597  
03:09:19.870 --> 03:09:26.049  
Benjamin Tuggy (CEC): give a couple of reminders to please state your name and affiliation when you begin speaking.

1598  
03:09:26.460 --> 03:09:31.399  
Benjamin Tuggy (CEC): and if we do have an advisory committee member calling in via telephone

1599  
03:09:31.580 --> 03:09:34.839  
Benjamin Tuggy (CEC): please press Star 9 to raise your hand

1600  
03:09:34.890 --> 03:09:38.399  
Benjamin Tuggy (CEC): and then star 6 to unmute when called upon.

1601  
03:09:38.580 --> 03:09:41.749  
Benjamin Tuggy (CEC): That said, we can go ahead to Larry.

1602  
03:09:44.960 --> 03:09:48.791  
Larry Engelbrecht: Hello, Larry Engelbrecht, Workforce development

1603  
03:09:49.918 --> 03:09:53.101  
Larry Engelbrecht: regarding the 3 million dollars for

1604  
03:09:53.710 --> 03:09:55.660  
Larry Engelbrecht: workforce development.

1605  
03:09:56.127 --> 03:10:10.310  
Larry Engelbrecht: Is that all set aside for infrastructure, you know, training, and whatever for charging stations? Or is there a portion of that for the vehicle service and maintenance?

1606  
03:10:10.400 --> 03:10:33.280  
Larry Engelbrecht: If we charge the buses but there are communication network issues with a computer on the bus, obviously, they're not gonna be moving. So. But it wasn't clear to me how much, if any, of that 3 million dollars would be for supporting training for the technicians of the 0 emission vehicles themselves.

1607  
03:10:36.915 --> 03:10:40.340  
Benjamin Tuggy (CEC): That's a good question, Larry. I don't know if we have

1608  
03:10:40.904 --> 03:10:46.741  
Benjamin Tuggy (CEC): CEC staff right now, who perhaps have a little more detail. Or maybe we could follow up later.

1609  
03:10:48.100 --> 03:10:49.680  
Benjamin Tuggy (CEC): just checking

1610

03:10:50.980 --> 03:10:53.270

Benjamin Tuggy (CEC): Commissioner, if you think  
1611

03:10:54.220 --> 03:10:56.880

Benjamin Tuggy (CEC): might be a follow up item for later. But.  
1612

03:10:56.880 --> 03:10:58.770

Patty Monahan: Yeah, I think that might be a follow up. Item.  
1613

03:10:59.570 --> 03:11:00.570

Larry Engelbrecht: Thank you very much.  
1614

03:11:01.410 --> 03:11:12.459

Larry Engelbrecht: Yeah. If somebody could get me then I might be, I probably would have time to be able to include that in the comments due later this month.

1615

03:11:13.650 --> 03:11:14.500

Larry Engelbrecht: Thank you.  
1616

03:11:17.310 --> 03:11:19.070

Benjamin Tuggy (CEC): Sounds good, thank you, Larry.  
1617

03:11:19.590 --> 03:11:22.110

Benjamin Tuggy (CEC): Next up we have Bill.  
1618

03:11:24.420 --> 03:11:53.669

Bill Magavern: Thanks, Bill Magavern, with the coalition for clean air. I do think that the proposed allocation strike the right balance, and I want to provide some of the rationale for why most of the money should be invested in medium and heavy duty infrastructure, and I want to point especially to figure one in your draft report, the disparities and transportation related pollution, exposure by race and income

1619

03:11:53.740 --> 03:12:14.799

Bill Magavern: on page 12, and it documents, and we've known this for a long time, but I really appreciate your including, because it shows the stark disparities where black and Asian American and Latino Californians are living in much higher diesel particulate matter, exposure communities.

1620

03:12:14.840 --> 03:12:32.160

Bill Magavern: And so they're having to deal with that toxic diesel exhaust. It also shows that those in lower income communities are exposed to more diesel particulate matter that is mostly coming from our heavy duty vehicles, and it shows the urgency of electrifying

1621

03:12:32.160 --> 03:12:49.860

Bill Magavern: that sector. We have some good regulations and those regulations need to be complemented by these infrastructure investments, and we know that electrification in medium and heavy duty is not as far along as we are in in light duty.

1622

03:12:50.304 --> 03:12:55.404

Bill Magavern: It is important to continue investing in in light duty as your  
1623

03:12:56.120 --> 03:13:20.289

Bill Magavern: Your proposal would when it comes to the battery electric side. I would say that when it comes to hydrogen fueling, the emphasis should be on medium and heavy duty, not on light duty, and I'm really struck that this the CEC has already invested 257 million dollars in hydrogen fueling. And what do we get for that? We've got 54 stations open  
1624

03:13:20.400 --> 03:13:40.070

Bill Magavern: so it does not look like it's a smart investment to continue pouring money into that. What we should be doing in in light duty, as I indicated earlier, I think we need to focus on multifamily housing, and that should include ample opportunities for level one  
1625

03:13:40.280 --> 03:13:47.570

Bill Magavern: charging at much lower cost than than other levels of charging. That's a good solution.

1626

03:13:47.580 --> 03:14:10.059

Bill Magavern: And finally, I really, wanna commend CEC for exceeding the goals and striving to continue to exceed the goals for equity, for investments in disadvantaged and low income communities which we and our allies in the Charge Ahead California work very hard to make sure we're included in AB 126. So thank you.

1627

03:14:12.470 --> 03:14:14.090

Benjamin Tuggy (CEC): Alright. Thank you, Bill.

1628

03:14:14.280 --> 03:14:16.780

Benjamin Tuggy (CEC): Up next we have Morgan.

1629

03:14:18.430 --> 03:14:41.069

Morgan Caswell: Hi, and this is Morgan Caswell from the port of Long Beach. We do believe that this investment plan strikes the right balance for light medium and heavy duty 0 emission vehicle infrastructure. I'm really glad to see a continued emphasis on seaports and demonstration of emerging technologies at ports,

1630

03:14:41.805 --> 03:14:45.800

Morgan Caswell: Which oftentimes neighbor disadvantaged communities

1631

03:14:46.383 --> 03:14:54.980

Morgan Caswell: I also wanna build on Mike Pimentel's comment about having a little more insight as to how the buckets of funding will be distributed.

1632

03:14:55.570 --> 03:15:06.250

Morgan Caswell: For example, I I found myself asking how much of the 55.2 million will go towards EnergiIZE and which funding lanes would be utilized.

1633

03:15:06.310 --> 03:15:14.829

Morgan Caswell: And I think to that point just given how low the available funding is, especially for fiscal year 24 to 25

1634

03:15:15.339 --> 03:15:25.730

Morgan Caswell: those pre solicitation workshops that you host, are going to be really important to ensure there is adequate funding for the initiatives that you're trying

1635

03:15:26.190 --> 03:15:28.790

Morgan Caswell: to lift up through your programs.

1636

03:15:29.392 --> 03:15:36.630

Morgan Caswell: So just strongly encourage hosting those early and often. For this fiscal year.

1637

03:15:37.458 --> 03:15:50.859

Morgan Caswell: You know, heavy duty, 0 emission infrastructure for seaports in particular, is typically pretty expensive. So just wanna make sure those solicitations are successful, should they go out.

1638

03:15:52.062 --> 03:16:02.369

Morgan Caswell: I also wanted to just note that for those seaports that are targeting 2030 for the full transition of cargo handling equipment to 0 emissions

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03:16:02.748 --> 03:16:16.030

Morgan Caswell: the next 2 years really are the prime windows for procurement of grants for infrastructure. And as you guys continue to build these near term investment plans, we certainly hope you'll keep that in mind.

1640

03:16:16.590 --> 03:16:36.070

Morgan Caswell: And then I just wanted to conclude by just thanking the staff for all your hard work pulling this together. I am sure this was an incredibly tough year to pull the investment plan together, just considering the incredible needs across the State and the limited funding. So thank you very much.

1641

03:16:38.440 --> 03:16:39.999

Benjamin Tuggy (CEC): Alright, thank you, Morgan.

1642

03:16:40.000 --> 03:16:47.340

Patty Monahan: Can I, Benjamin? Sorry can I interrupt for just one second, just because something Morgan said just made me realize that

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03:16:49.140 --> 03:16:50.579

Patty Monahan: I wasn't really

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03:16:50.730 --> 03:16:59.229

Patty Monahan: like super transparent about the fact that in this investment plan I mean in general, we, the the advisory committee

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03:16:59.570 --> 03:17:07.249

Patty Monahan: and the stakeholder community, really informs these big categories where we're going to be putting our investments like  
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03:17:07.600 --> 03:17:11.170

Patty Monahan: medium and and heavy duty ZEV refueling  
1647

03:17:11.748 --> 03:17:18.610

Patty Monahan: but we're trying in this investment plan to do something a little different, because we have so many stakeholders who, I think, are  
1648

03:17:19.050 --> 03:17:37.769

Patty Monahan: are like looking at this from their community perspective or or their their interest, and really trying to inform how we are spending money within each of those categories. So we'll be blending a little bit and putting in some of the input that we're receiving on issues like.  
1649

1649

03:17:37.950 --> 03:17:47.110

Patty Monahan: you know, prioritizing EnergIIZE for rapid deployment of resources particularly important for transit and potentially other industries.  
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03:17:47.350 --> 03:18:03.349

Patty Monahan: So we're we're looking to add some of that texture in the investment plan. And again, this is new. So and it's in response to the fact that I think the advisory committee is hungry for input into these like specific categories.  
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1651

03:18:03.370 --> 03:18:07.629

Patty Monahan: So that's what we're trying. We're gonna be, we're gonna be trying to do in this investment plan  
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1652

03:18:09.920 --> 03:18:12.050

Patty Monahan: so sorry to interrupt, just wanted to  
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1653

03:18:12.090 --> 03:18:13.309

Patty Monahan: make that clear.  
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1654

03:18:15.080 --> 03:18:16.832

Benjamin Tuggy (CEC): All right. Yeah, absolutely  
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1655

03:18:17.340 --> 03:18:20.842

Benjamin Tuggy (CEC): And we do have another in person comment.  
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1656

03:18:21.720 --> 03:18:29.680

Benjamin Tuggy (CEC): I don't know if we, Patty. So again, it's up to you if we could get to that now, or go through a few more online ones in the queue.  
1657

1657

03:18:31.847 --> 03:18:36.840

Patty Monahan: Up to you, I would just say, we wanna make sure that everybody gets a chance to speak  
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1658

03:18:37.000 --> 03:18:42.429

Patty Monahan: so that everybody on the Advisory committee gets that 3 minute opportunity to speak

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03:18:42.700 --> 03:18:47.669

Patty Monahan: so it doesn't matter to me if we do it in the room or outside, but just want to make sure everybody gets a chance to talk.

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03:18:49.650 --> 03:18:55.539

Benjamin Tuggy (CEC): That's a good point. And actually, I can see who is currently at the end of the queue

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03:18:56.356 --> 03:18:57.710

Benjamin Tuggy (CEC): Laura Renger.

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03:18:57.900 --> 03:19:02.914

Benjamin Tuggy (CEC): So I can make sure that we don't have other folks, you know, adding to the end of the queue, so

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03:19:03.410 --> 03:19:06.250

Benjamin Tuggy (CEC): Luis, I think we can get to you a a few more

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03:19:06.360 --> 03:19:08.099

Benjamin Tuggy (CEC): comments down the line.

1665

03:19:08.380 --> 03:19:12.610

Benjamin Tuggy (CEC): Erm, so, Sam, you are up next. Go ahead.

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03:19:14.410 --> 03:19:19.359

Sam Wilson: Yeah, thanks so much. This is Sam Wilson with Union of Concerned Scientists here in San Francisco.

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03:19:19.450 --> 03:19:42.259

Sam Wilson: First, I just really appreciate the increased focus on medium and heavy duty fueling infrastructure. Bill correctly noted the outsized impact and glad to see that in the draft plan and then also, just to mention, you know, the the slower movement towards electrification in the sector. Also, 1st step, I do think it's important that

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03:19:42.634 --> 03:19:54.610

Sam Wilson: you know, a any infrastructure project funded by State dollars include, or, you know, require meaningful and effective opportunities for collaboration with the communities where these projects are deployed.

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03:19:55.002 --> 03:20:15.260

Sam Wilson: Another thought funding for the behind the fence infrastructure should be focused on smaller fleets with fewer capital resources, and certainly those not already required to electrify under the State's regulatory baselines. When behind the fence funding does go to the larger commercial fleets, I would argue that

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03:20:15.260 --> 03:20:41.209

Sam Wilson: it should enable additional or accelerated electrification beyond what's already required under existing regulations like ACF. Now,

you know, in terms of public facing ZEV fueling, it may be a little different there. I think that this is a more appropriate place for reinforcing the feasibility of our regulatory baseline and you know, given that the policy and technical technical

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03:20:41.230 --> 03:21:03.060

Sam Wilson: complexities of of constructing fueling infrastructure projects in rural areas, I I think it's important to invest here early. I kind of like as I mentioned earlier, i i i think that where legal discretion does allow, we should be incentivizing technologies with the lowest life-cycle climate and air quality impact.

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03:21:03.600 --> 03:21:13.219

Sam Wilson: I do think that there is a place for fuel cell heavy duty vehicles maybe on a limited role in the transition to 0 emission freight

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03:21:13.580 --> 03:21:38.780

Sam Wilson: but you know, as noted by myself and others, current hydrogen production methods mean that heavy duty fuel cell vehicles running on fossil SMR hydrogen are only marginally better than existing diesel heavy duty vehicles from a climate perspective. That said, fuel cell trucks running on truly, green hydrogen do us do show a similar life cycle impact to BEVs running on a hundred percent renewable energy.

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03:21:38.860 --> 03:22:06.089

Sam Wilson: However, the, I think that the CEC should be conscious that you know, mile for mile BEVs are about 3 times more efficient than fuel cell vehicles. And this is really important given that renewable energy is a finite resource. and then, you know, also the the need for fleets to achieve cost-effective operations. Hydrogen is incredibly expensive today. It's gonna take a long time for us to get down to that 4 or 5 dollars per kilogram mark.

1675

03:22:06.406 --> 03:22:23.829

Sam Wilson: But you know all this said, I do think that these investments are an opportunity to be a catalyst for reducing the negative impacts of of hydrogen fuel. So I'm certainly conscious of that opportunity. But yeah, that's all I have for now, and thanks for the opportunity to speak.

1676

03:22:25.960 --> 03:22:27.529

Benjamin Tuggy (CEC): Alright. Thank you, Sam.

1677

03:22:27.840 --> 03:22:30.220

Benjamin Tuggy (CEC): Up next is Dr. Dorsey.

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03:22:34.110 --> 03:22:35.316

Rev. Dr. Charles Dorsey: Yeah. So

1679

03:22:36.300 --> 03:22:38.039

Rev. Dr. Charles Dorsey: at the risk of

1680

03:22:41.470 --> 03:22:44.469

Rev. Dr. Charles Dorsey: offense, please allow me to be honest.

1681



03:22:45.190 --> 03:22:46.080  
Rev. Dr. Charles Dorsey: This  
1682

03:22:46.370 --> 03:22:47.440  
Rev. Dr. Charles Dorsey: plan  
1683

03:22:49.860 --> 03:22:51.589  
Rev. Dr. Charles Dorsey: And the numbers  
1684

03:22:52.310 --> 03:22:53.420  
Rev. Dr. Charles Dorsey: don't  
1685

03:22:54.440 --> 03:22:57.250  
Rev. Dr. Charles Dorsey: welcome me to answer the question  
1686

03:22:59.090 --> 03:23:03.210  
Rev. Dr. Charles Dorsey: about if we've allocated funds fairly.  
1687

03:23:04.420 --> 03:23:05.710  
Rev. Dr. Charles Dorsey: The  
1688

03:23:06.730 --> 03:23:08.490  
Rev. Dr. Charles Dorsey: the experience  
1689

03:23:08.510 --> 03:23:10.090  
Rev. Dr. Charles Dorsey: from the communities  
1690

03:23:10.280 --> 03:23:13.990  
Rev. Dr. Charles Dorsey: that I am typically connected to is  
1691

03:23:14.440 --> 03:23:15.790  
Rev. Dr. Charles Dorsey: even with  
1692

03:23:16.500 --> 03:23:21.140  
Rev. Dr. Charles Dorsey: a substantial amount of investment that doesn't  
always translate.  
1693

03:23:21.880 --> 03:23:25.819  
Rev. Dr. Charles Dorsey: So to so to invite me to sort of  
1694

03:23:26.080 --> 03:23:28.220  
Rev. Dr. Charles Dorsey: give feedback in that way  
1695

03:23:28.740 --> 03:23:32.299  
Rev. Dr. Charles Dorsey: is almost a little premature. In my opinion.  
1696

03:23:32.340 --> 03:23:33.550  
Rev. Dr. Charles Dorsey: I think that  
1697

03:23:33.900 --> 03:23:38.389  
Rev. Dr. Charles Dorsey: the question has to be centered on. And I was  
trying to find a way to say this  
1698

03:23:41.050 --> 03:23:46.210

Rev. Dr. Charles Dorsey: if we're going to. If we have the ability to implement  
1699  
03:23:46.570 --> 03:23:48.100  
Rev. Dr. Charles Dorsey: procurement  
1700  
03:23:48.750 --> 03:23:53.100  
Rev. Dr. Charles Dorsey: restrictions. You understand? Like, if  
1701  
03:23:53.190 --> 03:24:05.799  
Rev. Dr. Charles Dorsey: we're going to do workforce development, and we're going to allocate those funds, can we simultaneously make recommendations about how that's actually going to look.  
1702  
03:24:06.420 --> 03:24:13.789  
Rev. Dr. Charles Dorsey: because if you allot the funds and there is no jurisdiction, then all of the usual suspects  
1703  
03:24:13.880 --> 03:24:22.469  
Rev. Dr. Charles Dorsey: who are qualified to come in and apply for the RFPs that you're going to put out are going to produce the same results regardless of  
1704  
03:24:23.800 --> 03:24:30.010  
Rev. Dr. Charles Dorsey: the allocation. So I have concern there, that's number one. Number 2 is the  
1705  
03:24:30.650 --> 03:24:31.770  
Rev. Dr. Charles Dorsey: this.  
1706  
03:24:32.090 --> 03:24:39.020  
Rev. Dr. Charles Dorsey: These terms, workforce development is very familiar to the community. But when you start distinguishing-- But excuse me, community I'm used to speaking with.  
1707  
03:24:39.240 --> 03:24:42.840  
Rev. Dr. Charles Dorsey: When you start distinguishing between light and heavy duty this  
1708  
03:24:43.230 --> 03:24:49.400  
Rev. Dr. Charles Dorsey: the heavy duty, medium duty, conversation, is actually really brand new.  
1709  
03:24:50.340 --> 03:24:52.320  
Rev. Dr. Charles Dorsey: and so to  
1710  
03:24:52.920 --> 03:24:55.319  
Rev. Dr. Charles Dorsey: for me, then to then  
1711  
03:24:55.580 --> 03:25:00.790  
Rev. Dr. Charles Dorsey: approve. The imbalance is like, well, where did that come from? And why is it costing so much?  
1712  
03:25:01.190 --> 03:25:03.030

Rev. Dr. Charles Dorsey: I have to ask those questions

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03:25:03.140 --> 03:25:25.870

Rev. Dr. Charles Dorsey: because I am unsure about how that surged to the front. Now, in this room, I understand it because, as of the presentation, but to my community I do not, because part of what we've been talking to them about is just simply consumer incentives and things like that. So I think that we have to really do that. So in closing, I'd like to say that I think there should be an another category

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03:25:26.210 --> 03:25:27.800

Rev. Dr. Charles Dorsey: of allocation

1715

03:25:27.880 --> 03:25:34.999

Rev. Dr. Charles Dorsey: that is intended to make sense of what I just said, and implement that in a way that's equitable.

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03:25:35.570 --> 03:25:38.160

Rev. Dr. Charles Dorsey: That's the end of my my feedback.

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03:25:41.180 --> 03:25:43.059

Benjamin Tuggy (CEC): Thank you, Dr. Dorsey.

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03:25:43.580 --> 03:25:46.889

Benjamin Tuggy (CEC): Erm up next we have Vanessa.

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03:25:47.950 --> 03:25:50.680

Vanessa Warheit, EVCAC: Thank you. This is. Can you hear me?

1720

03:25:51.630 --> 03:25:52.350

TELEPHONE\_USER: Yes.

1721

03:25:52.850 --> 03:26:02.840

Vanessa Warheit, EVCAC: This is Vanessa Warheit. I'm with EV charging for all coalition. So here's some high, level, light duty recommendations. So I think

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03:26:02.890 --> 03:26:17.220

Vanessa Warheit, EVCAC: it's really important for us to recognize when it comes to light duty EV charging that we currently have a 2 tiered system, not just the charging haves and have-nots like with charging deserts, but also among the charging haves,

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03:26:17.220 --> 03:26:34.800

Vanessa Warheit, EVCAC: the lucky ones who have home based charging, We also have a 2 tiered system. Those with direct wiring, like Joel, just mentioned, who can pay regulated residential rates, and those who cannot and are at the mercy of commercial rates delivered by monopoly providers.

1724

03:26:35.440 --> 03:26:50.360

Vanessa Warheit, EVCAC: CEC is in a position to help fix this, directing funds to increase affordable home-based and workplace charging that's delivered at regulated residential utility rates and prioritizing residents of multi-family and rental housing.

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03:26:50.540 --> 03:26:59.510

Vanessa Warheit, EVCAC: It's also important to notice that NEVI formula funds are not eligible for private home charging. So CEC funding really needs to fill this gap.

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03:26:59.710 --> 03:27:07.330

Vanessa Warheit, EVCAC: We encourage increasing funding for home-based charging, for multifamily housing with a particular focus on affordable housing.

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03:27:07.510 --> 03:27:09.070

Vanessa Warheit, EVCAC: affordable housing

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03:27:09.130 --> 03:27:19.950

Vanessa Warheit, EVCAC: typically is the last to receive EV charging access; that's based on this erroneous assumption that low income households don't drive EVs, and that just further compounds the problem of inequitable access.

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03:27:20.160 --> 03:27:33.489

Vanessa Warheit, EVCAC: We remain very concerned about inequitable requirements for multifamily charging in the Communities in Charge program in particular, that requires funded charges to be shared and accessible to the public

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03:27:34.089 --> 03:27:41.460

Vanessa Warheit, EVCAC: residents of multi-family housing who use shared public chargers are rarely able to access those regulated electricity rates.

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03:27:41.550 --> 03:27:58.499

Vanessa Warheit, EVCAC: They are subject to electric pricing that's levied by unregulated 3rd party entities. This is particularly problematic for low income CARE rate payers because they're unable to access the special discounted rates for charging that they get for plugging in their toaster, or their blender.

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03:27:59.150 --> 03:28:09.349

Vanessa Warheit, EVCAC: or their heater. I also agree with my colleague from CARB that the low income single family home renters should not be excluded from funding.

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03:28:09.580 --> 03:28:33.669

Vanessa Warheit, EVCAC: And I wanna mention workplace charging is especially important, especially for industries like retail and distribution where low-wage employees are required to be on site for many hours at a time. Often in the middle of the day. Those employees live in housing that's less likely to have EV charging at home. So affordable workplace charging can help ensure that they're part of this clean transportation revolution.

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03:28:34.000 --> 03:28:50.850

Vanessa Warheit, EVCAC: And like home charging, it's a long dwell time location. So it's appropriate for lower powered, cheaper options that are easier on the grid, and it's even better than home charging because workplace charging can make use of plentiful solar that's available on the grid in the middle of the day.

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03:28:51.580 --> 03:29:04.919

Vanessa Warheit, EVCAC: On hydrogen. We are definitely in favor of the US. Department of Energy's recommendations of transitioning away from light duty and into medium and heavy duty. And I have 2 clarifying questions. Can I ask those. I'm sorry. I know my time's up.

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03:29:05.410 --> 03:29:06.899

Vanessa Warheit, EVCAC: Sorry for the balloons.

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03:29:09.278 --> 03:29:16.970

Patty Monahan: Vanessa, what about you ask questions, but we don't answer them right now, just because we got to get through everybody. We'll make sure that you get your answers, though.

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03:29:17.583 --> 03:29:43.360

Vanessa Warheit, EVCAC: So is the CEC required to direct the unsubscribed hydrogen funding from last year to other hydrogen applications? Or can it be reallocated to Battery Electric? That's 1 question. And then the other question is, on page 31 of the draft report, is the expected 95.2 million base funding available is that per year? Or is that across total of between 2025 and 28? Thanks.

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03:29:45.770 --> 03:29:48.599

Benjamin Tuggy (CEC): Thank you, Vanessa, and yes, we'll get back to those

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03:29:48.950 --> 03:29:51.439

Benjamin Tuggy (CEC): questions either today or following up later.

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03:29:51.760 --> 03:29:54.890

Benjamin Tuggy (CEC): Erm. All right. Next. I have

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03:29:55.060 --> 03:30:02.400

Benjamin Tuggy (CEC): Erm, Micah and I have a few folks who have spoken already. I'm gonna lower their hands in a minute. But go ahead, Micah.

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03:30:07.850 --> 03:30:09.360

Micah Mitrosky: Thank you. Can you hear me?

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03:30:10.010 --> 03:30:10.910

Benjamin Tuggy (CEC): Yes.

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03:30:10.910 --> 03:30:11.750

Micah Mitrosky: Okay.

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03:30:13.820 --> 03:30:30.550

Micah Mitrosky: So I I noted my concerns earlier about using any funds to duplicate existing electrical training or apprenticeship efforts, and of

course, would reiterate those points as it relates to the proposed 3 million dollar allocation.

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03:30:31.272 --> 03:30:56.339

Micah Mitrosky: I know the ETP representative mentioned pre apprenticeship in her comments. We are supportive of pre apprenticeship programs that connect community members with electrical apprenticeships and high road careers in the electrical industry and apprenticeship are also valuable in helping support equity priorities related to workforce.

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03:30:56.490 --> 03:30:59.529

Micah Mitrosky: And I just want to say thanks again to Staff for all of your work.

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03:31:04.380 --> 03:31:05.850

Benjamin Tuggy (CEC): Alright. Thank you, Micah.

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03:31:06.490 --> 03:31:08.929

Benjamin Tuggy (CEC): Up next I see Gia.

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03:31:11.690 --> 03:31:13.950

Gia Vacin, GO-Biz: Hi, good afternoon.

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03:31:14.303 --> 03:31:31.599

Gia Vacin, GO-Biz: Gia Vacin with Go-Biz. So just starting off, I wanna like others, have acknowledged the hard work of the CEC to produce this update. Again, the investment plan is really thoughtful, and it does a good job, particularly in our current budget environment and with the with the uncertainty that we have with the budget.

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03:31:31.969 --> 03:31:58.670

Gia Vacin, GO-Biz: I. I think that the overall balance of the proposed allocation seems appropriate. Kind of reiterate, reiterating what others have said. But we need a big push for medium and heavy duty to get the market off the ground. You know it the huge impacts of of big ZEVS that you know that they have on the climate and pollution. But still, having continued support for light duty, we need a lot more charges in the ground and not too long in time. So but I think the the balance seems appropriate. There.

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03:31:59.034 --> 03:32:15.440

Gia Vacin, GO-Biz: I'm really glad to see that there are funds still going to workforce. You know, in my mind, workforce also really directly relates to equity. Right? It's not just about having vehicles available and infrastructure available. It's also about the workforce in this transition there, too. So

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03:32:15.789 --> 03:32:40.050

Gia Vacin, GO-Biz: I think that there's also plenty more ripe opportunities that. And so I think that the areas that CEC is invested in look really good, that are outlined in the plan. There are more ripe opportunities, maybe with community colleges and certification programs leveraging some of the existing efforts and learning. So a shout out to

to Beverly and A/C transit and their innovation center and their trading programs is really incredible. So I think there's a lot more  
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03:32:40.050 --> 03:32:51.299

Gia Vacin, GO-Biz: opportunity there. So I'm looking forward to. I actually wasn't aware of the the before reading this, the workforce draft strategy that CEC plans to release in the coming weeks. I'm looking forward to seeing that

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03:32:52.343 --> 03:33:16.930

Gia Vacin, GO-Biz: a couple of other comments on the hydrogen investments. I know that. The the CEC team has been thinking really deeply about how to move the market forward, and I think, leaning in on medium. Heavy duty is, is directionally appropriate at this time. Recognizing that we are still moving the light duty market forward. The improve. H2 GFO. For , for operations and maintenance was was really great, and if they're

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03:33:16.930 --> 03:33:22.940

Gia Vacin, GO-Biz: additional funds there, you know, I think, considering how we can maybe enable

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03:33:23.080 --> 03:33:49.769

Gia Vacin, GO-Biz: additional new station development along with some of those operations and maintenance for the high reliability stations, right? The technical issues that were causing slowdowns are really being resolved. And we're seeing that the station performance is improving. You know, across much of the network. So I also wanna support the comments that were made by Katrina and Andrew about thinking about how we categorize light duty and medium duty and then heavy duty, and how we, you know. I think the LCFS team at CARB is

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03:33:49.880 --> 03:33:54.759

Gia Vacin, GO-Biz: considering this in the capacity credits. I I mean, we haven't.

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03:33:54.910 --> 03:34:19.049

Gia Vacin, GO-Biz: We haven't seen what comes out, but I I know that they're sort of aware of of what the the market is saying, and the private sector is saying Here, and I'm running out of time. So and I think light duty can really benefit heavy duty. We can't make the same mistakes that we've made. I have a few more comments on equity, but I'm running out of time, so maybe I'll raise my hand again and speak again if I have another opportunity. Thank you.

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03:34:21.450 --> 03:34:23.010

Benjamin Tuggy (CEC) : All right. Thank you. Gia

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03:34:23.420 --> 03:34:25.830

Benjamin Tuggy (CEC)R: Erm up next we have

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03:34:26.260 --> 03:34:28.110

Benjamin Tuggy (CEC): just check here.

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03:34:28.870 --> 03:34:38.999

Benjamin Tuggy (CEC): Mariela. And I'll I'll quickly also note I see some hands from the public. So just as a reminder, we'll have time for public comment after this.

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03:34:39.080 --> 03:34:41.039

Benjamin Tuggy (CEC)TELEPHONE\_USER: But, Mariela, go ahead.

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03:34:41.670 --> 03:34:55.866

Mariela Ruacho: Hi, Mariela Ruacho with the American Lung Association. I just wanted to align my comments with Mr. Bill Magavern, and also add that on the medium and heavy duty funding

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03:34:56.764 --> 03:35:14.579

Mariela Ruacho: as the Energy Commission to really go beyond the 50% requirement for DAC's, which I see that you have done in the past, and I'm confident that you will continue to do and mainly one of the reasons is because

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03:35:14.630 --> 03:35:19.290

Mariela Ruacho: medium and heavy duty trucks, as we saw from the report, are

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03:35:19.750 --> 03:35:30.079

Mariela Ruacho: about 2% of the vehicle population in California, but emit a 3rd of small farming emissions and 25% of PM and

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03:35:30.370 --> 03:35:39.746

Mariela Ruacho: greenhouse gases. So it's very important to we also know that DAC's are normally located next to

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03:35:40.910 --> 03:35:44.079

Mariela Ruacho: trucking routes and those type of like

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03:35:45.510 --> 03:36:09.080

Mariela Ruacho: environments where there are a lot of there's a lot of point pollution from vehicles. So again, asking for funding to to really go beyond the 50% and ensure that we're prioritizing. Those communities are being heavily impacted by these higher polluters of greenhouse gases and criteria pollutants. Thank you.

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03:36:11.610 --> 03:36:13.020

Benjamin Tuggy (CEC): Alright. Thank you, Mariella.

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03:36:13.571 --> 03:36:21.519

Benjamin Tuggy (CEC): Up next we have Laura render, and then, as promised, we'll get back to an in person comment. But, Laura, go ahead.

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03:36:21.520 --> 03:36:45.809

Laura Renger: Okay, thank you. I just wanna echo some previous comments and thank the staff for all the hard work here. And you know. I agree with others who have said that I I do think that this is the right mix between how we should allocate the money, and I also encourage the CEC to try to go beyond



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03:36:45.870 --> 03:37:10.670

Laura Renger: the 50% for light duty allocations to make sure that we're investing most of that money for communities that haven't had ex access to charging especially those that can't access home charging. It would be great if we can, you know, really encourage the many different solutions, including level one and other cost effective solutions there.

1778

03:37:10.800 --> 03:37:39.770

Laura Renger: I also wanted to know that. Appreciate the efforts that were noted in the staff report to come up with different metrics, for whether or not the program is serving disadvantaged communities and underserved communities. And I think Dr. Dorsey, really, you know, highlighted that point when he was speaking earlier, because it's not just a matter of we've, you know, done this solicitation. And we're putting this much money, you know, in programs in communities.

1779

03:37:39.770 --> 03:37:43.310

Laura Renger: If those programs and projects aren't actually

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03:37:43.310 --> 03:37:52.666

Laura Renger: helping or serving the community, we need to really take a look at that and make sure that we're mindful as to whether or not that's, you know, a service to those communities.

1781

03:37:53.274 --> 03:38:17.949

Laura Renger: I also just wanted to say, I understand why it's frustrating that we haven't projected to the out years, but there's so many uncertainties that it makes sense to me that we wouldn't go beyond 24-25. We really, you know, have so much that needs to happen with the budget. We don't know what that's gonna happen with the state budget. Hopefully. There will also be funds from the low carbon fuel standard

1782

03:38:17.950 --> 03:38:25.320

Laura Renger: that will be going to a statewide program for medium and heavy-duty vehicles.

1783

03:38:25.320 --> 03:38:51.570

Laura Renger: and we're also in somewhat state of flux with the investor and utility programs with our the programs being on hold right now under the transportation electrification frameworks, and also. Then, of course, the Federal funding is somewhat unknown, so there's so many unknowns I I do support. Why, the CEC. Is not, you know, going beyond that at this point. I think that is it. And just thanks again for all the good work here.

1784

03:38:53.810 --> 03:38:55.340

Benjamin Tuggy (CEC): All right. Thank you, Laura

1785

03:38:55.570 --> 03:38:59.930

Benjamin Tuggy (CEC): Erm. Now we will go to Luis in the room. So go ahead, Luis.

1786

03:39:03.020 --> 03:39:06.020

Luis Olmedo : Okay, thank you, and I'll keep an eye on the clock now.  
1787

03:39:07.540 --> 03:39:09.815

Luis Olmedo: So something that  
1788

03:39:10.460 --> 03:39:19.479

Luis Olmedo: I've I've seen over the years before we got into the clean  
transportation. There was the incentive to get new trucks.  
1789

03:39:19.920 --> 03:39:20.960

Luis Olmedo: and  
1790

03:39:21.640 --> 03:39:23.620

Luis Olmedo: just reminds me of  
1791

03:39:24.050 --> 03:39:28.390

Luis Olmedo: what happened then, where a lot of the owner operators  
became employees  
1792

03:39:28.640 --> 03:39:31.440

Luis Olmedo: need to be very mindful and very careful  
1793

03:39:31.640 --> 03:39:36.429

Luis Olmedo: that we are not killing future business or small business  
1794

03:39:36.680 --> 03:39:39.610

Luis Olmedo: in California. By  
1795

03:39:40.110 --> 03:39:42.960

Luis Olmedo: concentrating these dollars in large  
1796

03:39:43.250 --> 03:39:48.239

Luis Olmedo: industry. So there has to be a balanced, equitable approach  
to these budgets  
1797

03:39:48.860 --> 03:39:54.210

Luis Olmedo: also. I I had in my mind for a very long time now.  
1798

03:39:55.195 --> 03:39:56.044

Luis Olmedo: There is  
1799

03:39:56.630 --> 03:40:01.619

Luis Olmedo: a. A. A worker who is a Diesel mechanic, works for the  
1800

03:40:02.060 --> 03:40:02.860

Luis Olmedo:  
1801

03:40:03.050 --> 03:40:04.939

Luis Olmedo: locomotive industry  
1802

03:40:05.560 --> 03:40:08.509

Luis Olmedo: and fixes locomotives and  
1803

03:40:08.750 --> 03:40:10.600

Luis Olmedo: opted to buy  
1804  
03:40:10.870 --> 03:40:13.909  
Luis Olmedo: electric vehicle and has to travel  
1805  
03:40:14.140 --> 03:40:15.349  
Luis Olmedo: and commute  
1806  
03:40:15.470 --> 03:40:17.050  
Luis Olmedo: the Inland Empire.  
1807  
03:40:18.040 --> 03:40:24.290  
Luis Olmedo: and has been frustrated because the company has not built  
any charges  
1808  
03:40:24.890 --> 03:40:26.360  
Luis Olmedo: its employees.  
1809  
03:40:28.010 --> 03:40:31.659  
Luis Olmedo: and I imagine that that type of scenario exists.  
1810  
03:40:32.560 --> 03:40:37.800  
Luis Olmedo: and if we there are high emitters, I I think it's and they  
are  
1811  
03:40:37.820 --> 03:40:40.270  
Luis Olmedo: sustainable large companies.  
1812  
03:40:40.710 --> 03:40:43.760  
Luis Olmedo: Why wouldn't there be an expectation that  
1813  
03:40:43.810 --> 03:40:45.420  
Luis Olmedo: they're contributing  
1814  
03:40:45.560 --> 03:40:50.350  
Luis Olmedo: advancing the clean transportation in California.  
1815  
03:40:50.490 --> 03:40:55.980  
Luis Olmedo: So I'd say we be very mindful and thoughtful about the  
equitable.  
1816  
03:40:56.570 --> 03:40:59.070  
Luis Olmedo: Investment opportunity that California has  
1817  
03:40:59.200 --> 03:41:02.850  
Luis Olmedo: been looking through this report. And again. I might be  
missing it.  
1818  
03:41:03.060 --> 03:41:08.079  
Luis Olmedo: But I don't see more detail of how of how the  
1819  
03:41:08.130 --> 03:41:12.559  
Luis Olmedo: Energy Commission and thank you to Staff for doing all this.  
I know it's not easy.

1820  
03:41:13.540 --> 03:41:16.999  
Luis Olmedo: I don't see more detail even at a high level detail.  
1821  
03:41:17.300 --> 03:41:19.559  
Luis Olmedo: but I see this year's  
1822  
03:41:19.860 --> 03:41:21.879  
Luis Olmedo: and I I don't see it.  
1823  
03:41:22.200 --> 03:41:24.609  
Luis Olmedo: Equity, that we would hope to see.  
1824  
03:41:24.900 --> 03:41:27.620  
Luis Olmedo: And I worry that these high level  
1825  
03:41:28.779 --> 03:41:29.430  
Luis Olmedo: main  
1826  
03:41:30.481 --> 03:41:33.139  
Luis Olmedo: line items main headers  
1827  
03:41:33.370 --> 03:41:38.319  
Luis Olmedo: and how the money is being distributed, that it's gonna end  
up in the very same exact way.  
1828  
03:41:38.520 --> 03:41:39.440  
Luis Olmedo: like  
1829  
03:41:40.070 --> 03:41:42.289  
Luis Olmedo: very comfortably have been doing.  
1830  
03:41:42.570 --> 03:41:48.980  
Luis Olmedo: Yes, calling at disadvantaged communities investments. But  
but it's not happening that way.  
1831  
03:41:49.340 --> 03:41:52.160  
Luis Olmedo: So I highly encourage that  
1832  
03:41:52.310 --> 03:41:53.320  
Luis Olmedo: we get  
1833  
03:41:53.390 --> 03:41:56.299  
Luis Olmedo: more detail. How do we arrive at these numbers? I  
1834  
03:41:57.530 --> 03:42:06.440  
Luis Olmedo: I'm just, you know, moving large sums around, but it doesn't  
mean that those numbers are gonna in any way help disadvantaged  
communities  
1835  
03:42:06.740 --> 03:42:09.050  
Luis Olmedo: be in a much stronger position.  
1836  
03:42:09.820 --> 03:42:14.800

Luis Olmedo: So I think that this report needs a a lot more work on that front. Thank you.

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03:42:16.480 --> 03:42:18.119

Benjamin Tuggy (CEC): Right. Thank you, Luis.

1838

03:42:19.241 --> 03:42:25.759

Benjamin Tuggy (CEC): Up. Next, we have Brittany online. Also quickly. Note, we may be

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03:42:25.920 --> 03:42:28.560

Benjamin Tuggy (CEC): ahead of schedule and

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03:42:28.630 --> 03:42:30.250

Benjamin Tuggy (CEC): have time for more

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03:42:30.400 --> 03:42:38.840

Benjamin Tuggy (CEC): erm additional feedback from folks who've spoken before. But first, st if we have other advisory committee members who have not spoken yet

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03:42:38.930 --> 03:42:41.589

Benjamin Tuggy (CEC): this would be a good time to raise your hand.

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03:42:41.680 --> 03:42:43.470

Benjamin Tuggy (CEC): Go ahead, Brittany.

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03:42:44.110 --> 03:42:47.610

Brittany Carpenter: Hi, Brittany Carpenter from the Fresno Metropolitan Chamber of Commerce.

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03:42:48.000 --> 03:42:55.473

Brittany Carpenter: I just wanted to know. A couple of things I don't really have much to say, but one of the things I was looking at is just

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03:42:55.830 --> 03:43:19.319

Brittany Carpenter: for the equitable, and looking into like the rural options of charging infrastructure, and looking at disadvantaged communities and ensuring that they get charges that work. I feel like there's needs to be a note of the fact that here in the valley in the central valley the temperatures every day are rising, and DC. Fast chargers are not an equitable option to use every single day. And so I just wanna make sure that those kinds of notes are like

1847

03:43:19.320 --> 03:43:43.690

Brittany Carpenter: kept in mind when we're going to be putting out charging infrastructure. Because if you keep that in mind. Then people have to have something that they can charge overnight and enough for a lot of people to be able to charge overnight, because with the DC fast charger multiple people can use that throughout the day. But when it comes to the level twos it's going to take quite a few of those installed in order for people to be able to utilize those overnight and be able to still get to where they wanna go.

1848

03:43:45.090 --> 03:43:46.219

Brittany Carpenter: Thank you.  
1849

03:43:48.420 --> 03:43:50.030

Benjamin Tuggy (CEC): Alright. Thank you, Britney.  
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03:43:52.120 --> 03:43:56.809

Benjamin Tuggy (CEC): more reminder. If any advisory committee members are calling in via telephone  
1851

03:43:56.910 --> 03:44:01.199

Benjamin Tuggy (CEC): can press Star 9 to raise your hand and star 6 to unmute  
1852

03:44:01.480 --> 03:44:04.560

Benjamin Tuggy (CEC): Erm Gia. I believe he wanted to make another comment.  
1853

03:44:05.740 --> 03:44:30.410

Gia Vacin, GO-Biz: Yeah, thanks. Just to kind of wrap back. I wanted to say a few things on the equity side, so I'm not surprised, but very glad to see the continued focus on equity. And I really appreciate the CEC looking for new metrics to ensure that these investments are you know, enhancing equity within the State. And this focus on definitions and measurement. I think both of these things are critically important for ensuring people  
1854

03:44:30.410 --> 03:44:54.246

Gia Vacin, GO-Biz: in the communities that we're looking to positively impact are actually seeing and feeling the benefits of these investments. And someone at the top of the meeting mentioned that there's really a gap here, and you know and I agree. You know, in our conversations, I think that's really true. So wanted to share. I'm happy to announce we actually are long awaited ZEV Equity advocate was just appointed yesterday at Go biz, and so we're looking forward to being able to have some more  
1855

03:44:54.680 --> 03:45:00.695

Gia Vacin, GO-Biz: role here, and helping to to pull the agencies together and to coordinate, and some more horsepower there.  
1856

03:45:01.270 --> 03:45:30.330

Gia Vacin, GO-Biz: And I also wanted to work. You know, we wanna work with CEC and the efforts and and CARB and others to really ensure that people are realizing these benefits. So in in terms of how are we measuring? You know? What are we measuring and and the engagement that we'll be able to have? There's really a need, I think, in within equity investments to focus on ensuring that communities have the capacity for permitting and other aspects of infrastructure development that are causing challenges or delays. I think that this is a piece.

[Automated transcript was split; second half starts here]

1

00:00:00.070 --> 00:00:26.774

Gia Vacin, GO-Biz: Cities that have more capacity and more money are struggling with. And so how do we? How can we? Are there ways in which we can put elements into the to the investments that are happening, or pieces of the the funding that can help alleviate this. So I don't have the answers today, but would love to share more with the CEC team. Some of the things that we've been hearing that I think, will really just ramp up more as we get into medium and heavy duty. So like an example would be

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00:00:27.050 --> 00:00:42.929

Gia Vacin, GO-Biz: permit streamlining legislation and incompatibilities with existing zoning, and what some of the major cities are doing that could really limit the the areas in which we could expand that infrastructure and and this could really just get exacerbated as as we go forward. So

3

00:00:43.330 --> 00:01:02.170

Gia Vacin, GO-Biz: and then I just. I wanted to kind of address Luis. You had a comment at the beginning of the the meeting about the the streamlining map. And I appreciate the conversations that we have. And this this tool really represents, like a very specific piece of information. But I think that said we're not.

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00:01:02.200 --> 00:01:27.390

Gia Vacin, GO-Biz: We're. We're truly not trying to create unintended consequences. And this just really underscores the importance of our clarity of communications, what our metrics are, what our definite, what our definition are is, and what our definitions are, and those kinds of things. And so, you know, this transition is really complicated, and it's likely that we're gonna run into this more and more. We have these overlapping factors that sometimes appear at odds with each other. So

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00:01:27.390 --> 00:01:46.120

Gia Vacin, GO-Biz: just importance it. It highlights the importance of of our thoughtfulness in our approach, and having a multitude of voices in the room as we evaluate. These last thing I'll say in my final seconds is with loan financing and thinking about loans and things. I just wanted to ask CEC, if we've been

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00:01:46.120 --> 00:02:00.550

Gia Vacin, GO-Biz: thinking about the Ibank programs or talking with the climate catalyst folks, I think you have. But we are also at Go-Biz working on some loan type things and so it'd be good to see how those could complement each other. We're not already talking, thank you.

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00:02:02.600 --> 00:02:04.929

Patty Monahan: And Gia we have. So that'd be a good follow up item.

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00:02:08.090 --> 00:02:12.169

Benjamin Tuggy (CEC): Thank you. Gia up next we have Bill.

9

00:02:13.940 --> 00:02:42.840

Bill Magavern: Thank you. Bill Magavern, with Coalition for Clean air. I just wanted to briefly add support for a couple of regulatory proceedings that, I think, are complimentary to this investment plan. 1st of all, reliability. I endorse the comments made by Joel Levin from Plug in America about how crucial it is for consumers to have charges that are reliable, and appreciate the fact that CEC staff have a proposal

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00:02:42.840 --> 00:02:49.439

Bill Magavern: which we think is a good one, so I hope the Commission will be adopting that soon.

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00:02:49.570 --> 00:03:12.169

Bill Magavern: And then, secondly, replacement tires. We need replacement tires that are as efficient as possible, so that our vehicles, no matter what fuel they're running on, will get the maximum mileage and not not lose efficiency due to shabby replacement tires which, unfortunately, can be the case.

12

00:03:12.220 --> 00:03:33.069

Bill Magavern: and I know this was mentioned briefly earlier this morning. But the legislature actually told CEC to do this regulation a long time ago. There's been some work on it, but it's really been languishing. So I hope that that tire replacement standard will see the light of day soon. Thank you.

13

00:03:36.280 --> 00:03:37.860

Benjamin Tuggy (CEC): Alright. Thank you, Bill.

14

00:03:38.672 --> 00:03:43.730

Benjamin Tuggy (CEC): I do see an in person question, I believe.

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00:03:44.280 --> 00:03:46.399

Benjamin Tuggy (CEC): can get to that. And then

16

00:03:46.750 --> 00:03:52.140

Benjamin Tuggy (CEC): Vanessa would like to make another comment. But let's go to Michael.



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00:03:54.340 --> 00:04:01.219

Michael Pimentel: So do you wanna provide just some additional remarks on on the investment plan overall.

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00:04:01.530 --> 00:04:09.650

Michael Pimentel: And and the 1st just relates to the need of rural and small transit agencies here in the State.

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00:04:10.158 --> 00:04:23.759

Michael Pimentel: Well, I don't intend for these comments to be exclusive, meaning only focus on small and rural agencies. I would say that particularly as we're thinking about how the investments will flow down to the individual GFO level.

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00:04:23.770 --> 00:04:39.489

Michael Pimentel: that there be some additional focus and and and attention on providing support. For blueprint and planning work at those small and rural agencies! Those agencies are going to come under the innovative clean transit regulation in 2026,

21

00:04:39.570 --> 00:04:54.329

Michael Pimentel: while most of the agencies have developed and submitted to CARB already initial rollout plans. Those are broader policy documents. That State intent don't necessarily outline specifically how an agency is going to move forward with their ZE transition.

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00:04:54.390 --> 00:04:58.520

Michael Pimentel: So if there is money that can be provided to them on the front end. That gives them a

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00:04:58.600 --> 00:05:05.459

Michael Pimentel: stronger shot of being able to be successful in the Zeb transition compliant with those regulations.

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00:05:05.710 --> 00:05:14.329

Michael Pimentel: The second thing that I wanted to highlight, and it's a broader observation and and point of consideration whether for this plan or a future plan.

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00:05:14.340 --> 00:05:38.189

Michael Pimentel: and that is at at some point. We also need to be sure to also scope into this plan and this investment framework investments in resiliency and grid redundancy. It's been something of a blind spot for the State overall. But recognizing that rolling blackouts, PSPS events natural disasters can create grid disruptions.

26

00:05:38.190 --> 00:05:56.680

Michael Pimentel: Those things can stop us in our tracks in the ZE transition by just creating challenges and and compromise positions for any entity in the State that's looking to move forward with the ZE transition. And so if there are monies that can be provided toward that purpose don't necessarily suggest in this

27

00:05:56.680 --> 00:06:08.390

Michael Pimentel: investment plan, given the limited budget. But in future years that may be something. We want to pay some further attention to to help support that other end of the of the ZE transition.

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00:06:08.420 --> 00:06:10.680

Michael Pimentel: and so I'll I'll just close there. Thank you.

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00:06:11.790 --> 00:06:13.890

Benjamin Tuggy (CEC): Sounds good, thank you, Michael

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00:06:14.280 --> 00:06:16.709

Benjamin Tuggy (CEC): Erm. So Vanessa, go ahead.

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00:06:18.240 --> 00:06:23.760

Vanessa Warheit, EVCAC: I was just wondering if I could use this time to have staff answer the 2 questions which I'll reiterate. So

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00:06:24.160 --> 00:06:41.250

Vanessa Warheit, EVCAC: 1st question is, is the CEC required to direct unsubscribed hydrogen funding from last year to in this year's budget to hydrogen applications? Or can it be reallocated to a non hydrogen to like to battery, electric charging, infrastructure.

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00:06:44.400 --> 00:06:46.030

Benjamin Tuggy (CEC): Alright. Yes, let's.

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00:06:46.610 --> 00:06:53.326

Benjamin Tuggy (CEC): I believe Charles is going to make a comment. So go ahead. Hi! This is Charles Smith again.

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00:06:54.330 --> 00:06:55.310

Charles Smith: Oh.

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00:06:55.790 --> 00:06:58.209

Charles Smith: question is about a recent

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00:06:58.270 --> 00:07:00.450

Charles Smith: fiscal year's hydrogen funds.

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00:07:00.924 --> 00:07:10.640

Charles Smith: We still have a couple of years. We have about 4 years in which to encumber funds from each investment plan into a project

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00:07:10.720 --> 00:07:15.070

Charles Smith: before we lose the ability to use those funds in the future.

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00:07:16.400 --> 00:07:23.589

Charles Smith: if we have not yet encumbered funds we may still have time to do so.

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00:07:24.322 --> 00:07:26.188

Charles Smith: In some cases.

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00:07:26.860 --> 00:07:29.860

Charles Smith: instance, I think, is related to the

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00:07:29.980 --> 00:07:34.020

Charles Smith: Shell agreements funding. That was that we had to drop

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00:07:34.598 --> 00:07:36.349

Charles Smith: some of that funding

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00:07:36.520 --> 00:07:43.030

Charles Smith: was then repurposed into the hydrogen, refilling stations, operations and maintenance solicitation.

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00:07:43.704 --> 00:07:47.575

Charles Smith: So it still retained that hydrogen refilling infrastructure

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00:07:48.120 --> 00:08:02.010

Charles Smith: funding category and those funds do retain that categorization until or unless the CEC revises a previously adopted investment plan, allocation.

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00:08:02.350 --> 00:08:09.399

Charles Smith: which we do have the authority to do. We have not done it in the last couple of years. To my recollection.

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00:08:09.660 --> 00:08:12.749

Vanessa Warheit, EVCAC: But so CEC has the authority, it

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00:08:13.140 --> 00:08:16.080

Vanessa Warheit, EVCAC: just. I'm just thinking about the 15%

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00:08:16.420 --> 00:08:21.660

Vanessa Warheit, EVCAC: sort of statutory requirement. But if it's if if that year goes by.

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00:08:22.390 --> 00:08:28.319

Vanessa Warheit, EVCAC: CEC Has in theory the authority to reallocate it outside of hydrogen. Is that right?

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00:08:28.715 --> 00:08:39.790

Charles Smith: Well, thank you for reminding me of the 15%. So I think we would still be expected to revise it to account for that 15%

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00:08:39.909 --> 00:08:41.350

Charles Smith: requirement.

55

00:08:42.700 --> 00:08:46.709

Vanessa Warheit, EVCAC: Okay? So it's it's out of total funds, not funds per year.

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00:08:46.720 --> 00:08:49.440

Vanessa Warheit, EVCAC: doing the best you can every year correct.

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00:08:50.770 --> 00:08:51.470

Vanessa Warheit, EVCAC: whereas it.

58

00:08:51.692 --> 00:08:52.579

Charles Smith: It's like, you know.

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00:08:52.580 --> 00:08:59.240

Patty Monahan: I I think, Charles, let me. I think, Vanessa, we're gonna have to get back to you on this, because it's too complicated for a short

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00:08:59.480 --> 00:09:18.129

Patty Monahan: answer. And it, you know, as Charles said, some of the you know, when we have a certain amount of time to allocate the funds, we lose that funding if we don't allocate in a certain amount of time. So there's there's and they we do tie them to certain funding sources. So it's just a complicated. I think we're gonna have to get back to you.

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00:09:18.130 --> 00:09:37.469

Vanessa Warheit, EVCAC: Okay, fair enough. Thank you. I I do appreciate that. And I'll look forward to hearing what you're able to come up with. And then the the second question I have was about the 95.2 million dollar base funding just whether or not because it wasn't clear in the report, if that was per year expected or total expected, across those 3 cycles.

62

00:09:38.870 --> 00:09:41.660

Benjamin Tuggy (CEC): Yeah, that's a good question, and it is per year.

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00:09:42.020 --> 00:09:42.960

Vanessa Warheit, EVCAC: Okay. Great.

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00:09:43.100 --> 00:09:44.460

Vanessa Warheit, EVCAC: great. Thank you.

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00:09:45.760 --> 00:09:46.790

Benjamin Tuggy (CEC): Absolutely.

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00:09:47.640 --> 00:09:51.740

Benjamin Tuggy (CEC): Erm. I think we can get to Nick next. Nick. Go ahead.

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00:09:51.740 --> 00:09:54.190

Nick Blair, ACWA: Yeah, hi. once again, Nick Blair with

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00:09:54.550 --> 00:10:02.030

Nick Blair, ACWA: Association of California Water Agencies had a few questions come up with some of the recent input 1st

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00:10:02.060 --> 00:10:16.139

Nick Blair, ACWA: on Ben's thought there with future years, looking at a grid reliability, I'm curious. Would this be looking at something in the way of 2 way charging, of being able to reabsorb

70

00:10:16.140 --> 00:10:34.419

Nick Blair, ACWA: power from vehicles being charged, or was it? Did you have something else in mind? And I'm I'm curious. Would this maybe align with some of the other recent demand response or reliability type programs? CEC has going like DSGS and DEBA, or would, or this may remain entirely separate.

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00:10:37.380 --> 00:10:46.679

Benjamin Tuggy (CEC): This is a good question. I'll let's see if we have any staff who work closely on vehicle grid integration available right now.

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00:10:49.330 --> 00:10:54.229

Benjamin Tuggy (CEC): just checking here. We might also have to get back to you on some of those details.

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00:10:54.230 --> 00:10:58.520

Nick Blair, ACWA: Not not to worry that that definitely seemed like a like a I'm sorry. Go ahead.

74

00:10:58.520 --> 00:11:02.719

Patty Monahan: When, Nick, are you asking the question of when we give out grants? Could

75

00:11:02.900 --> 00:11:09.680

Patty Monahan: they participate, if it was a vehicle-to-X, could it participate in one of these programs for

76

00:11:10.330 --> 00:11:11.590

Patty Monahan: load.

77

00:11:11.890 --> 00:11:13.170

Patty Monahan: load management?

78

00:11:13.698 --> 00:11:14.569

Nick Blair, ACWA: Well, if I'm here.

79

00:11:14.570 --> 00:11:15.420

Patty Monahan: Figure out with.

80

00:11:15.673 --> 00:11:24.029

Nick Blair, ACWA: That was I didn't directly think of that. But that is a good question that definitely should be brought up. I I was thinking about it more from the sense of

81

00:11:24.040 --> 00:11:29.540

Nick Blair, ACWA: would this, would this be aligned with those programs, or would it be entirely separate? Just

82

00:11:29.750 --> 00:11:35.056

Nick Blair, ACWA: cause I'm thinking about it from the standpoint of just in my situation, for example,

83

00:11:35.630 --> 00:11:56.889

Nick Blair, ACWA: I have agent water agencies that participate in a variety of these demand response programs. There's no one fits one size fits all for for any of them. So I imagine, as electrification happens, and as more charging infrastructure goes in, if there are options where they get enough lead time, and they can think ahead about.

84

00:11:56.970 --> 00:12:02.140

Nick Blair, ACWA: you know, when when they need to charge, then that might be an option. So I I'm just kind of thinking about where--

85

00:12:02.140 --> 00:12:05.679

Patty Monahan: We definitely want to encourage as much as possible

86

00:12:06.151 --> 00:12:15.299

Patty Monahan: what we call for EVs to be good citizens of the grid right? And so capitalizing on the opportunity for EVs to support managing load.

87

00:12:15.360 --> 00:12:24.789

Patty Monahan: is it we we definitely want to support that. We had a series of grants actually, through this program called REDWDS, whose goal was basically to scale that up.

88

00:12:25.030 --> 00:12:33.789

Patty Monahan: And so scale up the opportunity for vehicles to provide bi-directional support. So not just the timing of the charging, but also

89

00:12:34.164 --> 00:12:40.129

Patty Monahan: providing energy either back to a building or back to a grid in order to provide a grid service.

90

00:12:41.880 --> 00:12:48.670

Patty Monahan: so yes, is the answer, I guess, in this, in the highest level. But how that applies to each specific grant

91

00:12:48.720 --> 00:12:50.450

Patty Monahan: is a different question.

92

00:12:50.800 --> 00:12:56.079

Nick Blair, ACWA: Noted. Okay? Well excited to see how that conversation goes in future meetings then.

93

00:12:56.250 --> 00:12:58.840

Nick Blair, ACWA: And my other question was.

94

00:12:58.970 --> 00:13:08.240

Nick Blair, ACWA: I think it was kind of brought up. What is the current thinking on how loans might play into this? Is, is there any thinking on how

95

00:13:08.810 --> 00:13:12.070

Nick Blair, ACWA: that might, I guess, extend

96

00:13:12.280 --> 00:13:15.409

Nick Blair, ACWA: available funds so that it's not just

97

00:13:15.630 --> 00:13:24.280

Nick Blair, ACWA: principal forgiveness. It's also, you know, paying back in and select that way. Think they could go further? Or is that outside the scope of this.

98

00:13:25.430 --> 00:13:27.780

Patty Monahan: No, it's not outside the scope, and we're exploring that.

99

00:13:31.960 --> 00:13:33.679

Benjamin Tuggy (CEC): Alright. Thank you, Nick.

100

00:13:34.270 --> 00:13:39.120

Benjamin Tuggy (CEC): We do have a couple, I see Andrew is up next.

101

00:13:39.430 --> 00:13:43.836



Benjamin Tuggy (CEC): Erm. If we have time we may have a 3rd comment, Patty, if that's okay,

102

00:13:44.220 --> 00:13:48.192

Benjamin Tuggy (CEC): otherwise we may need to get to public comment. But,

103

00:13:48.780 --> 00:13:50.960

Benjamin Tuggy (CEC): Andrew, you can go ahead.

104

00:13:50.960 --> 00:14:06.989

Andrew Martinez (CARB) (He/Him): Okay, thank you. Yeah. Actually, just wanna nick's last last comment, there kinda spurred a thought for me. And thank you, Patty for confirming that Energy Commission staff are looking at other methods besides just grant funding. And I just, I would.

105

00:14:07.310 --> 00:14:29.572

Andrew Martinez (CARB) (He/Him): I guess, just support Nick's comment. And Patty the work of the CEC. Staff to continue looking at that in particular. With respect to the hydrogen fueling industry, because we are learning from a lot of our conversations that yes, obviously, capital is a challenge. But at the same time risk is still a major challenge, and being able to

106

00:14:29.940 --> 00:14:30.970

Andrew Martinez (CARB) (He/Him): to

107

00:14:31.000 --> 00:14:54.749

Andrew Martinez (CARB) (He/Him): gain finalized financial backing from other investors, from private investors. Right? And so it might be worth looking at. You know, trying to understand whether there is an opportunity here to use funds in a different way. Per, perhaps. You know, loan guarantees etc. Something like that that might be perhaps a better fit for the needs at the moment.

108

00:14:55.272 --> 00:15:06.227

Andrew Martinez (CARB) (He/Him): Rather than like a a capital grant. I I don't wanna necessarily say that capital grants won't be necessary or couldn't be a part of it. But it does seem that there's

109

00:15:06.550 --> 00:15:27.129

Andrew Martinez (CARB) (He/Him): there is. There might be an opportunity to try to to talk to industry, understand what their overall financing picture is. The actual ability of them to get more private funds to help make the state dollars go even further and see if there might be an

opportunity for different structure. In the financing that could help out. So I just wanted to emphasize that suggestion. Thank you.

110

00:15:29.200 --> 00:15:30.600

Benjamin Tuggy (CEC): Thank you, Andrew.

111

00:15:30.990 --> 00:15:35.440

Benjamin Tuggy (CEC): I think I'll make this a last call, for if

112

00:15:35.470 --> 00:15:39.610

Benjamin Tuggy (CEC): any advisory committee members who have not yet spoken

113

00:15:39.790 --> 00:15:42.079

Benjamin Tuggy (CEC): would like to raise their hands.

114

00:15:43.432 --> 00:15:48.230

Benjamin Tuggy (CEC): Once again, you can do that using Star 9. If you're on the phone.

115

00:15:49.100 --> 00:15:51.769

Benjamin Tuggy (CEC): just check for a minute. Here.

116

00:15:52.920 --> 00:15:54.689

Benjamin Tuggy (CEC): Okay, I see Ted.

117

00:15:56.410 --> 00:16:20.797

Ted Lamm: Thanks and sorry for the last minute comment. Appreciate Ted Lamm from UC Berkeley. Appreciate all the staff work going into this, and also all the comments that went before me. Really wonderful to learn, or everyone else especially been on this panel before, is thinking in this space. I just wanted to highlight one item from the the staff report that that really came to light for me and hearing all the rest of the comments today on the light duty side, in particular, is

118

00:16:21.566 --> 00:16:26.527

Ted Lamm: the upcoming apparently upcoming solicitation for a technical assistance

119

00:16:27.580 --> 00:16:40.570

Ted Lamm: solicitation focused on communities and applicants pursuing State and Federal funding for ZEV infrastructure. In a potentially light budget year or upcoming light budget years and recognizing how few of the total number of

120

00:16:40.570 --> 00:17:09.349

Ted Lamm: 2 million plus light duty public chargers that this program, even in the best years, could possibly support, I think, targeting future resources on technical assistance for local governments in particular. Who do not have the staff and do not have the capacity to to to effectively obtain those big Federal those Federal programs. And as Andrew was just describing as well attracting private capital, that may be some of the best, most efficient use of the limited dollars in in this and upcoming years. Thanks.

121

00:17:11.380 --> 00:17:12.779

Benjamin Tuggy (CEC): Alright. Thank you, Ted.

122

00:17:13.290 --> 00:17:19.089

Benjamin Tuggy (CEC): I think we have time for one of the members to make an additional comment.

123

00:17:19.280 --> 00:17:23.729

Benjamin Tuggy (CEC): and then I believe we'll move on to public comment. So, Luis, go ahead.

124

00:17:29.630 --> 00:17:32.176

Luis Olmedo: Yeah. Just 2 quick comments. One is

125

00:17:32.780 --> 00:17:35.700

Luis Olmedo: There's a lot of excitement around the NEVI project.

126

00:17:36.510 --> 00:17:40.314

Luis Olmedo: Don't think it's gonna solve the rural desert

127

00:17:41.030 --> 00:17:42.280

Luis Olmedo: situation.

128

00:17:42.480 --> 00:17:43.950

Luis Olmedo: Why? Because

129

00:17:44.340 --> 00:17:47.909

Luis Olmedo: we're still looking at approaches and models that

130

00:17:47.970 --> 00:17:49.760

Luis Olmedo: depend on

131

00:17:49.820 --> 00:17:51.390

Luis Olmedo: large percentage

132

00:17:51.740 --> 00:17:53.200

Luis Olmedo: of the funding

133

00:17:53.580 --> 00:17:57.100

Luis Olmedo: or a match a significant match. Let me say that

134

00:17:57.310 --> 00:17:59.429

Luis Olmedo: from companies

135

00:18:00.240 --> 00:18:01.350

Luis Olmedo: to

136

00:18:01.400 --> 00:18:04.839

Luis Olmedo: put into this program to be able to develop the infrastructure

137

00:18:05.210 --> 00:18:15.199

Luis Olmedo: is a reality that the adoption rate of electric vehicles, buses any of that. It's not happening in rural communities.

138

00:18:15.260 --> 00:18:16.999

Luis Olmedo: It's just not there.

139

00:18:17.340 --> 00:18:19.470

Luis Olmedo: not gonna see profits

140

00:18:19.820 --> 00:18:32.920

Luis Olmedo: and rural communities. For me. Be infrastructure. I've already seen it. I've tried. I've talked to others who have done the math, and they say there's no profit model in disadvantaged rural communities.

141

00:18:33.260 --> 00:18:34.330

Luis Olmedo: so

142

00:18:34.450 --> 00:18:36.549

Luis Olmedo: only way to go about this

143

00:18:36.580 --> 00:18:38.460  
Luis Olmedo: is, for example.

144

00:18:38.660 --> 00:18:42.339  
Luis Olmedo: having philanthropy or having larger investments

145

00:18:42.540 --> 00:18:52.700  
Luis Olmedo: into community own. And I'm gonna say, nonprofits. If there's other community owned type of models where the state is not just.

146

00:18:52.950 --> 00:18:58.069  
Luis Olmedo: you know, putting giving out the money, but can have multiple benefits in disadvantaged communities.

147

00:18:58.090 --> 00:18:59.170  
Luis Olmedo: I say that

148

00:18:59.490 --> 00:19:02.479  
Luis Olmedo: have to add those types of models.

149

00:19:02.490 --> 00:19:05.520  
Luis Olmedo: Otherwise, the NEVI and other programs.

150

00:19:05.970 --> 00:19:09.480  
Luis Olmedo: Once, as you start getting into situations where

151

00:19:09.730 --> 00:19:13.119  
Luis Olmedo: gonna be a big need for capital, it might not

152

00:19:13.370 --> 00:19:15.349  
Luis Olmedo: be able to complete those projects

153

00:19:15.710 --> 00:19:18.609  
Luis Olmedo: because the business isn't there?

154

00:19:18.640 --> 00:19:20.300  
Luis Olmedo: Then the other is.

155

00:19:21.040 --> 00:19:21.880  
Luis Olmedo: I

156

00:19:22.030 --> 00:19:22.700

Luis Olmedo: like

157

00:19:23.120 --> 00:19:23.900

Luis Olmedo: just

158

00:19:24.530 --> 00:19:30.430

Luis Olmedo: having in my mind. You know, we're not out of the danger zone when it comes to electric vehicle infrastructure.

159

00:19:32.940 --> 00:19:34.489

Luis Olmedo: who killed the electric car?

160

00:19:35.600 --> 00:19:36.680

Luis Olmedo: And

161

00:19:36.990 --> 00:19:38.070

Luis Olmedo: I I

162

00:19:38.640 --> 00:19:43.720

Luis Olmedo: don't wanna upset anybody in the hydrogen, but I think we need to be very mindful

163

00:19:44.140 --> 00:19:46.450

Luis Olmedo: how we're making sure that

164

00:19:47.060 --> 00:19:50.740

Luis Olmedo: this transition transitional strategy, perhaps

165

00:19:51.070 --> 00:19:52.750

Luis Olmedo: electrification.

166

00:19:53.180 --> 00:19:54.730

Luis Olmedo: happens quickly.

167

00:19:55.030 --> 00:19:57.519

Luis Olmedo: We get past the danger zone

168

00:19:58.070 --> 00:20:05.719

Luis Olmedo: and that we continue, I guess, investing in R&D research and development or on hydrogen, if that's what's necessary.

169

00:20:05.920 --> 00:20:08.997

Luis Olmedo: But I don't see the industry

170

00:20:09.810 --> 00:20:10.940

Luis Olmedo: building

171

00:20:11.180 --> 00:20:12.230

Luis Olmedo: on

172

00:20:12.280 --> 00:20:16.239

Luis Olmedo: the hydrogen right now I see them building on the electric

173

00:20:16.580 --> 00:20:18.989

Luis Olmedo: again. I I might not

174

00:20:19.090 --> 00:20:22.749

Luis Olmedo: know that there is a big push from auto manufacturers.

175

00:20:24.400 --> 00:20:29.079

Luis Olmedo: and we don't wanna end up with neither, or at the end of the day, 'cause we ran out of money.

176

00:20:29.350 --> 00:20:30.160

Luis Olmedo: Thank you.

177

00:20:31.610 --> 00:20:34.610

Patty Monahan: Luis, can I just ask you a quick, clarifying question on that?

178

00:20:35.290 --> 00:20:36.850

Patty Monahan: You're talking about?

179

00:20:38.002 --> 00:20:39.850

Patty Monahan: Are you talking about

180

00:20:40.190 --> 00:20:53.080

Patty Monahan: on the charger deployment and utilization side. Are you talking about? Just getting chargers in the ground? Are you talking about support additional support even when the chargers are in the ground, because there's not enough throughput.

181

00:20:55.490 --> 00:20:58.510

Luis Olmedo: Rural communities don't have the the

182

00:20:59.150 --> 00:21:00.310

Luis Olmedo: the market.

183

00:21:00.970 --> 00:21:06.069

Luis Olmedo: That's not where the electric vehicles are. That's why there's I know it's recognized by the state that

184

00:21:06.130 --> 00:21:16.829

Luis Olmedo: there needs to be higher adoption rates. But the communities in these rural communities they're not going to buy vehicles if they don't have chargers, and the companies aren't going to build chargers

185

00:21:17.050 --> 00:21:20.000

Luis Olmedo: if they don't have a market for them.

186

00:21:20.000 --> 00:21:20.640

Patty Monahan: Right.

187

00:21:20.640 --> 00:21:29.359

Luis Olmedo: So the only way to build them is getting more federal, more State dollars. And I would say, if it's going that route.

188

00:21:29.820 --> 00:21:41.409

Luis Olmedo: give it to the community, put it in the cities, put the money in the cities, put the money in the non profits, put the money where the communities can benefit and keep those dollars circulating in the community in California.

189

00:21:41.520 --> 00:21:46.989

Luis Olmedo: So if you have to put more money, I would encourage, give it to

190

00:21:47.790 --> 00:21:50.319

Luis Olmedo: Local governments, local nonprofits.

191

00:21:50.420 --> 00:21:53.600

Luis Olmedo: That's the direction, I would say, go

192

00:21:53.830 --> 00:21:55.180

Luis Olmedo: and that way



193

00:21:55.240 --> 00:21:56.640

Luis Olmedo: in return

194

00:21:56.780 --> 00:21:58.830

Luis Olmedo: money staying in California.

195

00:21:59.230 --> 00:22:11.030

Luis Olmedo: Okay. It's not going off to other parts of the country. It's staying in California. So you get a even though you're putting a bigger upfront payment. You're getting a return over a lifetime as that project in California.

196

00:22:11.481 --> 00:22:22.710

Luis Olmedo: and you bring in re economic relief to these communities as well. I'm just saying that's 1 model that we can approach it by because the market, isn't there? It'll be there 3 years from now.

197

00:22:22.950 --> 00:22:24.680

Luis Olmedo: but it's not there right now.

198

00:22:24.850 --> 00:22:27.270

Luis Olmedo: right as soon as you put chargers down

199

00:22:27.600 --> 00:22:34.019

Luis Olmedo: 3, maybe even 4 years. Then you start seeing a return and investment. But a lot of private companies.

200

00:22:34.100 --> 00:22:42.240

Luis Olmedo: They're in it for make money. They're not gonna paper in charge and says, Oh, I'll I'll get my return 3, 4 years on the road, I mean. That's that's a lot of money to keep tight up.

201

00:22:43.030 --> 00:22:43.536

Patty Monahan: Yeah, my.

202

00:22:43.790 --> 00:22:44.320

Luis Olmedo: But after the.

203

00:22:44.320 --> 00:22:45.870

Patty Monahan: Was more just.

204

00:22:46.090 --> 00:23:13.450

Patty Monahan: do we? i i i totally understand your comment that we need to provide more support for community based efforts to deploy chargers. I wasn't sure, though, if you were also saying there needed to be state support in the in the, in the you know, phase of use not just the in not just the installation of the charger, but whether communities need money further down the road to keep these chargers operational

205

00:23:13.570 --> 00:23:16.450

Patty Monahan: when there, when there's not much usage yet.

206

00:23:18.230 --> 00:23:21.849

Luis Olmedo: That's a reality. And that's why, earlier, I said that the

207

00:23:21.890 --> 00:23:25.350

Luis Olmedo: energy demand charge can be a make or break situation.

208

00:23:25.350 --> 00:23:25.730

Patty Monahan: Got it.

209

00:23:25.730 --> 00:23:29.700

Luis Olmedo: You know, cause you can always, you know, you get grants. The state helps.

210

00:23:29.740 --> 00:23:41.474

Luis Olmedo: Philanthropy helps. You pay a hundred percent of the chargers. I mean, that's the only really the only feasible way to get charger in rural communities where the market isn't there? But the

211

00:23:42.120 --> 00:23:44.210

Luis Olmedo: oh, I love it. The

212

00:23:44.900 --> 00:23:45.495

Luis Olmedo: the

213

00:23:46.210 --> 00:23:47.659

Luis Olmedo: yeah. I lost track of my mind.

214

00:23:50.020 --> 00:23:51.879

Patty Monahan: Well, thanks, Luis, I appreciate that comment.

215

00:23:54.690 --> 00:24:08.079

Benjamin Tuggy (CEC): Alright. So I think that may conclude advisory committee discussion. I could, you remember? (Luis), Commissioner? I'm I'm sorry just to complete the

216

00:24:08.680 --> 00:24:09.690

Luis Olmedo: so

217

00:24:10.540 --> 00:24:15.110

Luis Olmedo: yes, there is gonna need to set aside some funding

218

00:24:15.450 --> 00:24:16.899

Luis Olmedo: to assure that these

219

00:24:17.470 --> 00:24:19.749

Luis Olmedo: projects are sustainable, because

220

00:24:20.560 --> 00:24:21.550

Luis Olmedo: if

221

00:24:22.240 --> 00:24:24.640

Luis Olmedo: there is a breakdown on these chargers

222

00:24:25.070 --> 00:24:27.369

Luis Olmedo: might not be the funding to be able to

223

00:24:27.540 --> 00:24:29.339

Luis Olmedo: fix them quickly.

224

00:24:30.120 --> 00:24:34.319

Luis Olmedo: and you know other costs. So yes, to your question to both.

225

00:24:34.690 --> 00:24:39.929

Luis Olmedo: but certainly the 1st priority is getting them on the ground and figure out how we do the rest

226

00:24:43.460 --> 00:24:44.680

Luis Olmedo: rates.

227

00:24:44.850 --> 00:24:50.070

Benjamin Tuggy (CEC): Thank you, Luis, and thank you to all the advisory committee members. For attending today.

228

00:24:50.120 --> 00:24:56.479

Benjamin Tuggy (CEC). So we are getting closer to the end. Here, let's get into public comment.

229

00:24:56.800 --> 00:25:00.543

Benjamin Tuggy (CEC): So my colleague, Mabel Aceves Lopez is going to

230

00:25:00.990 --> 00:25:04.335

Benjamin Tuggy (CEC): Erm handle that. So I'll turn that over to you.

231

00:25:04.830 --> 00:25:06.820

Benjamin Tuggy (CEC): We can maybe just take a

232

00:25:07.010 --> 00:25:09.870

Benjamin Tuggy (CEC): moment to set it up. So go ahead and Mabel

233

00:25:13.620 --> 00:25:20.200

Mabel Aceves Lopez: right. So good afternoon, everyone. I'm Mabel Aceves Lopez, Assistant Project manager for the investment plan.

234

00:25:20.210 --> 00:25:23.770

Mabel Aceves Lopez: and we will now go into our public comment period.

235

00:25:24.000 --> 00:25:30.270

Mabel Aceves Lopez: So I don't see any members of the public in the room. So we will go straight to our zoom attendees.

236

00:25:30.630 --> 00:25:39.879

Mabel Aceves Lopez: So if you are joining us via zoom online or by phone, please let us know you would like to make a comment by using the raise hand feature on Zoom.

237

00:25:40.100 --> 00:25:45.419

Mabel Aceves Lopez: If you are online, you will click on the open palm at the bottom of your screen to raise your hand.

238

00:25:45.510 --> 00:25:52.130

Mabel Aceves Lopez: You are joining us by phone. Please press Star 9 to raise your hand and star 6 to unmute

239

00:25:53.280 --> 00:26:00.019

Mabel Aceves Lopez: before making your comment. Please spell and state your name for the record, state any affiliation, and then you may begin.

240

00:26:00.290 --> 00:26:03.389

Mabel Aceves Lopez: We are asking for comments to be 1 min or less

241

00:26:03.500 --> 00:26:05.562

Mabel Aceves Lopez: there will be a timer on the screen.

242

00:26:08.400 --> 00:26:14.299

Mabel Aceves Lopez: So, going into our list on Zoom, I see Alison Ramey

243

00:26:14.390 --> 00:26:19.809

Mabel Aceves Lopez: will now allow you to talk. Please unmute and spell and state your name. Thank you.

244

00:26:25.260 --> 00:26:34.319

Alison Ramey: Hi, thank you so much. Alison Ramey, A. LISO, N. Ramey, RAME y.

245

00:26:34.969 --> 00:26:47.519

Alison Ramey: Calling in today on behalf of the 125,000 members of the State Association of Electrical Workers and the 55,000 members of the California Coalition of utility employees.

246

00:26:47.790 --> 00:26:48.909

Alison Ramey: I wanna

247

00:26:49.470 --> 00:26:50.780

Alison Ramey: highlight

248

00:26:50.860 --> 00:26:57.119

Alison Ramey: and make the point known to all those participating that may not be aware that the work

249

00:26:57.150 --> 00:27:03.759

Alison Ramey: required to be done under this law must be performed by certified electricians.

250

00:27:03.780 --> 00:27:18.489

Alison Ramey: and therefore the workforce programs that are done throughout this should be done in conjunction with and in alignment with

the State approved apprenticeship programs to get a little bit more specific in draft investment plan page 54

251

00:27:18.560 --> 00:27:19.950

Alison Ramey: in the Pdf.

252

00:27:20.070 --> 00:27:48.110

Alison Ramey: Page 63, under future workforce activities. It says that the CEC Staff is developing a workforce training and development strategy to guide future actions and funding opportunities related to workforce and funded by the clean transportation program. It refers to training and development related to manufacturing construction installation services, maintenance and charging infrastructure. So my comments today, again, are to make sure that everyone involved in this process understand

253

00:27:48.110 --> 00:28:08.550

Alison Ramey: that the electrical construction and installation, as well as the electrical service and maintenance of charging infrastructure, is electrical work that by California law must be done by California state certified electricians. This is hazardous work, and that's why it must be done by trained and highly skilled electrical professionals.

254

00:28:08.983 --> 00:28:31.989

Alison Ramey: Additionally. And I know there are others that will speak to this as well. Along the lines. Again, of the workforce activities as stated by CEC, there's a comment about the strategy will identify ways to build career pathways that support 0 emission vehicles in the ZEV infrastructure markets. It's important that these pathways

255

00:28:33.399 --> 00:28:45.999

Alison Ramey: are important. And it's good to see that there's emphasis in the draft investment plan. But we do want it to be recognized that the organized electrical contracting industry apprenticeship programs have been a model

256

00:28:46.440 --> 00:29:06.670

Alison Ramey: for building those pathways and have been successful in rewarding careers for more than a hundred years again, like to see what we have going on moving forward and wanna make sure that the investment looks to utilizing these proven apprenticeship programs and the certified electrical workforce. So thank you so much for the opportunity to comment

257

00:29:10.750 --> 00:29:11.270

Mabel Aceves Lopez: great.

258

00:29:11.270 --> 00:29:12.460

Mabel Aceves Lopez: Thank you, Alison.

259

00:29:12.880 --> 00:29:15.820

Mabel Aceves Lopez: Now we will go to Christina. Marquez

260

00:29:17.060 --> 00:29:20.699

Mabel Aceves Lopez: may now unmute. Please spell and state your name for the record.

261

00:29:23.130 --> 00:29:32.349

Cristina Marquez: Thank you. Christina Marquez, CHRIS, TINA, MARQ. UEZ.

262

00:29:34.080 --> 00:29:56.099

Cristina Marquez: In the draft investment plan under future workforce activities. It says that CEC Staff is developing a workforce training and development strategy to guide future actions and funding opportunities related to workforce and funded by clean transportation program as envisioned. The strategy will identify ways to build career pathways that support the ZEV infrastructure

263

00:29:56.250 --> 00:29:58.760

Cristina Marquez: markets. As said previously.

264

00:29:59.465 --> 00:30:04.700

Cristina Marquez: So I've been able to personally benefit from these apprenticeships and

265

00:30:04.710 --> 00:30:08.319

Cristina Marquez: these apprenticeships have been around for over 100 years.

266

00:30:08.960 --> 00:30:30.630

Cristina Marquez: The the organized electrical contracting industry utilizes pre-apprenticeships that will help provide to disadvantaged community members the the ability to enter into apprenticeship programs. This is a model that works provides high road jobs, living wages and excellent benefits.

267

00:30:30.690 --> 00:30:32.499

Cristina Marquez: Thanks for your time. Have a good day.

268

00:30:39.770 --> 00:30:41.010

Mabel Aceves Lopez: Thank you, Christina.

269

00:30:41.510 --> 00:30:44.739

Mabel Aceves Lopez: We will now go to John. Doherty

270

00:30:45.080 --> 00:30:49.309

Mabel Aceves Lopez: will now allow you to talk. Please spell and state your name for the record.

271

00:30:51.210 --> 00:30:52.230

John Doherty: Good afternoon.

272

00:31:04.000 --> 00:31:06.530

John Doherty: I tried hitting unmute. Did you get that before?

273

00:31:08.460 --> 00:31:09.360

John Doherty: Can you hear.

274

00:31:09.360 --> 00:31:10.659

Mabel Aceves Lopez: We can hear you, John.

275

00:31:10.660 --> 00:31:11.669

John Doherty: Okay, thank you.

276

00:31:11.710 --> 00:31:16.920

John Doherty: So, John Doherty, I am the business manager of IBEW local 6 in San Francisco.

277

00:31:16.960 --> 00:31:20.490

John Doherty: I'm calling in today because our local has had

278

00:31:20.570 --> 00:31:23.610

John Doherty: has been at the forefront of electrical transportation

279

00:31:23.660 --> 00:31:26.059

John Doherty: in San Francisco since

280

00:31:26.240 --> 00:31:28.490

John Doherty: the beginning of the MTA

281

00:31:28.620 --> 00:31:34.249

John Doherty: Municipal Railway in 1912, and before that with the Market Street Railway.



282

00:31:35.255 --> 00:31:38.790

John Doherty: We understand the challenges that electrical transportation

283

00:31:40.120 --> 00:31:42.049

John Doherty: provides, or what you face.

284

00:31:42.120 --> 00:31:44.905

John Doherty: but I can assure you that

285

00:31:45.730 --> 00:31:51.139

John Doherty: The electrical industry is more than capable of of solving any of these challenges.

286

00:31:51.640 --> 00:31:53.580

John Doherty: From what I heard today on the call.

287

00:31:53.990 --> 00:32:00.459

John Doherty: the major concern seems to be about expanding the charging network. That's the comments I was hearing in the last

288

00:32:00.740 --> 00:32:02.630

John Doherty: half an hour especially.

289

00:32:02.680 --> 00:32:09.890

John Doherty: and providing access for rural and underserved communities. The efforts of the CEC Should be focused to that end.

290

00:32:10.440 --> 00:32:18.890

John Doherty: Duplicating workforce training such as that currently in place for electrician apprenticeship programs and monitored by the department of apprenticeship standards

291

00:32:19.110 --> 00:32:32.639

John Doherty: and then setting up a yet another statewide sub agency on workforce development is not the most efficient way to expand access and achieve the ultimate goals related to a clean transportation future for the State of California.

292

00:32:32.750 --> 00:32:34.330

John Doherty: I thank you for your time.

293

00:32:34.370 --> 00:32:35.439  
John Doherty: and wish you luck.

294  
00:32:42.560 --> 00:32:43.609  
Mabel Aceves Lopez: Thank you, John.

295  
00:32:43.710 --> 00:32:46.240  
Mabel Aceves Lopez: We will now go to Kathryn Mac laren

296  
00:32:47.670 --> 00:32:51.060  
Mabel Aceves Lopez: may now talk. Please spell and state your name for the record.

297  
00:32:53.080 --> 00:32:53.889  
Kathryn Mac laren: How is he?

298  
00:32:55.090 --> 00:33:05.969  
Kathryn Mac laren: Hello! My name is Kathy Mclaren, spelled KATH YMAC LARE, N. And

299  
00:33:06.450 --> 00:33:12.299  
Kathryn Mac laren: I am so happy. To hear this this great conversation.

300  
00:33:12.901 --> 00:33:16.210  
Kathryn Mac laren: But there being that there is

301  
00:33:16.360 --> 00:33:21.710  
Kathryn Mac laren: so many different issues that are a priority.

302  
00:33:21.740 --> 00:33:36.660  
Kathryn Mac laren: it is surprising. That the CEC is engaged in the electrical worker workforce training and funding issues when there is an existing State agency for that.

303  
00:33:37.020 --> 00:33:45.639  
Kathryn Mac laren: That agency is the Department of Industrial Relations, and it's that's their responsibility for this oversight.

304  
00:33:45.970 --> 00:33:56.880  
Kathryn Mac laren: So when the electrical contracting industry already has such exceptional training apprenticeships a lot of that. I feel we should be

305

00:33:56.920 --> 00:34:12.339

Kathryn Mac laren: looking for ways to partner with that to strengthen that because I do feel there's more than enough electricians, and that already exceeds the Dei goals. So my recommendation

306

00:34:12.510 --> 00:34:16.219

Kathryn Mac laren: would be to use these limited public funds

307

00:34:16.400 --> 00:34:29.039

Kathryn Mac laren: and alligate to other clean transportation needs. I do see that the aqua persons on there and as a person and elected official in the water space.

308

00:34:29.219 --> 00:34:30.409

Kathryn Mac laren: I know.

309

00:34:30.820 --> 00:34:41.429

Kathryn Mac laren: getting all our programs and everything to be able to switch over. There's going to be needed funds which will serve all of our public

310

00:34:41.810 --> 00:34:45.600

Kathryn Mac laren: and help with equity issues. So thank you.

311

00:34:50.730 --> 00:34:51.910

Mabel Aceves Lopez: Thank you, Kathryn.

312

00:34:52.560 --> 00:34:55.470

Mabel Aceves Lopez: Next we will go to Alex Lantsberg

313

00:34:56.460 --> 00:35:00.869

Mabel Aceves Lopez: will allow you to unmute. Please spell and state your name and affiliation.

314

00:35:02.330 --> 00:35:06.330

Alex Lantsberg: Good afternoon, everybody. My name is Alex Lansberg.

315

00:35:06.915 --> 00:35:16.060

Alex Lantsberg: Research and Advocacy director with the San Francisco electrical construction industry 1st name, spelled Alex. Alex, last name LAN.

316

00:35:16.680 --> 00:35:28.480

Alex Lantsberg: SBER. G. I wanna continue this discussion of whether or not the CEC. Needs to be investing or trying to stand up its own workforce development system. And.

317

00:35:28.879 --> 00:35:43.300

Alex Lantsberg: specifically just provide some numbers in there. Then, to just demonstrate exactly what the state of the industry is. 1st and foremost, we have more than enough electricians to perform the construction solution. Electrical maintenance repair

318

00:35:43.360 --> 00:35:49.779

Alex Lantsberg: of EV technology. 20 2023 counts show that they're nearly 30,000.

319

00:35:50.927 --> 00:35:57.010

Alex Lantsberg: there are also 7,600, over 7,600 registered electrical apprentices

320

00:35:57.456 --> 00:36:13.970

Alex Lantsberg: in the State, and 4,500 EVITP Certified electricians who are who are needed to perform this work. The Governor's office and other agencies projected that to to get us to 1.2 million charging ports. By 2030 we need

321

00:36:14.110 --> 00:36:30.830

Alex Lantsberg: fewer than 900 EVITP electricians fewer than 700 non EVITP electricians. And about 1,100 apprentices we're we're we're very much there. So thank you. Thank you for your time. I see I'm out of time.

322

00:36:35.630 --> 00:36:36.280

Alex Lantsberg: Jeez.

323

00:36:36.280 --> 00:36:37.330

Mabel Aceves Lopez: Thank you, Alex.

324

00:36:37.570 --> 00:36:42.200

Mabel Aceves Lopez: and I'll ask everyone who's already made a comment. Please lower your hand.

325

00:36:42.300 --> 00:36:46.660

Mabel Aceves Lopez: and if you're on the phone you may press Star 9 to raise your hand.

326

00:36:54.690 --> 00:36:58.329

Mabel Aceves Lopez: Hey? We will now go to John Michael Parkan.

327

00:37:00.450 --> 00:37:04.529

Mabel Aceves Lopez: Have allowed you to talk. Please spell and state your name and affiliation.

328

00:37:06.320 --> 00:37:22.986

John Michael Parkan: Hi, my name is John Michael Parkan, JOHN, MICH a ELPA RKAN, i. Produced and directed a documentary on climate change, and I would just like to implore the CEC. To reallocate the

329

00:37:23.320 --> 00:37:46.950

John Michael Parkan: Shell funding for hydrogen stations and awarded to, you know, the biggest and next next best option which we which would be First Element Fuels. They're doing the kind of research, development and manufacturing for hydrogen stations that that everyone can benefit from, you know, current and future drivers, auto makers and I would say that if you're concerned about

330

00:37:47.460 --> 00:37:53.919

John Michael Parkan: diversity, equity, and inclusion and the elimination of EV deserts, then

331

00:37:54.350 --> 00:38:16.719

John Michael Parkan: putting a hydrogen station into one of these communities, will allow them to buy vehicles from, say Toyota for as little as \$10,000 with a \$15,000 gas card, and so those folks wouldn't have to worry about. You know the circuit breakers in their homes or the current home infrastructure or worry about paying for charging in this structure as well.

332

00:38:16.720 --> 00:38:27.709

John Michael Parkan: and in addition to all of that BMW. GM. And Daimler, which is Mercedes Benz, are are automotive OEMS that are waiting in the wings to deploy

333

00:38:27.800 --> 00:38:45.489

John Michael Parkan: fuel cell. Electric vehicles and folks like Honda are waiting to deploy even more out there. So I'm just hoping that you know the CEC. Can get behind this and put more funding. And and this allocation towards 1st element fuel. So we can get more stations out there much appreciated.

334

00:38:51.090 --> 00:38:52.200

Mabel Aceves Lopez: Thank you, John.

335

00:38:52.580 --> 00:38:55.679

Mabel Aceves Lopez: We will now go to Antonio Sanchez.

336

00:38:55.820 --> 00:39:00.340

Mabel Aceves Lopez: I will open up your line. Please stay and spell your name and affiliation.

337

00:39:02.710 --> 00:39:06.039

Antonio Sanchez: Hi. My name is Antonio Sanchez spelled a n

338

00:39:06.310 --> 00:39:08.320

Antonio Sanchez: TONI, o

339

00:39:08.720 --> 00:39:11.110

Antonio Sanchez: SANC. H.

340

00:39:11.470 --> 00:39:14.070

Antonio Sanchez: Easy. I just want to highlight

341

00:39:14.927 --> 00:39:22.689

Antonio Sanchez: charging station or EVSE. O. And M. Work can expose workers to significant electrical hazards.

342

00:39:23.881 --> 00:39:31.699

Antonio Sanchez: Some examples of this key EVSE and Om operations that must be performed by electricians.

343

00:39:32.585 --> 00:39:37.100

Antonio Sanchez: Include replacing electrical components of any EVSE

344

00:39:37.894 --> 00:39:43.809

Antonio Sanchez: keep in mind, power must be shut off to the EVSE unit to replace components.

345

00:39:43.910 --> 00:39:47.970

Antonio Sanchez: For this reason, as I stated, this work must be performed

346

00:39:48.130 --> 00:39:49.679

Antonio Sanchez: by electricians

347

00:39:50.521 --> 00:39:55.490

Antonio Sanchez: outdoor power distribution cabinet faults power distribution

348

00:39:55.520 --> 00:40:04.660

Antonio Sanchez: cabinets are common and are frequently co-located with sets of EVs and parking lot environments, and are essentially outdoor electrical rooms.

349

00:40:04.830 --> 00:40:09.069

Antonio Sanchez: They, they distribute significant and potential dangerous electrical power.

350

00:40:09.140 --> 00:40:11.220

Antonio Sanchez: and again, as such

351

00:40:11.740 --> 00:40:15.569

Antonio Sanchez: cannot even be opened by anyone other than an electrician.

352

00:40:15.610 --> 00:40:17.749

Antonio Sanchez: and the the last piece

353

00:40:18.040 --> 00:40:25.349

Antonio Sanchez: cable, and connect to replacement same replacement of cables and plugs requires that the power be shut off.

354

00:40:25.853 --> 00:40:33.230

Antonio Sanchez: And for this reason, for these reasons, electricians must perform the work just something for all of us to keep in mind. Thank you for your time.

355

00:40:37.810 --> 00:40:39.239

Mabel Aceves Lopez: Thank you, Antonio.

356

00:40:39.710 --> 00:40:43.369

Mabel Aceves Lopez: I will now go to Noah Garcia.

357

00:40:44.590 --> 00:40:48.900

Mabel Aceves Lopez: Have opened up your line. Please stay and spell your name and affiliation.

358

00:40:50.010 --> 00:40:55.270

Noah Garcia: Alright. Good afternoon. Yeah. My name is Noah Garcia, NOAH.

359

00:40:55.860 --> 00:40:59.270

Noah Garcia: And Garcia's GARCIA.

360

00:41:00.170 --> 00:41:02.239

Noah Garcia: And I'm with EVgo

361

00:41:05.680 --> 00:41:16.299

Noah Garcia: alright. Yeah, thank you so much for the opportunity to provide some brief comment this afternoon. Noah, with Evgo and EVgo, owns and operates one of the largest public fast charging networks.

362

00:41:16.705 --> 00:41:37.324

Noah Garcia: For light duty EV charging we're headquartered in in LA, and just wanted to really commend the California Energy Commission for its, you know, continued investment in a a portfolio approach, that you know allocates funding and and resources for charging near where drivers live, work and play and feel like this is an important strategy.

363

00:41:38.100 --> 00:41:44.575

Noah Garcia: I wanted to highlight a dimension that might be missing, or perhaps maybe merits more discussion in the future, and that really

364

00:41:44.980 --> 00:42:07.449

Noah Garcia: is is focused on timing of future solicitations. And and really, what I mean by this is that EV charging providers make business decisions based on the public information that CEC. Provides about its funding opportunities, including block grants. So I think, re really EVgo encourages the CEC. At a future date to try and provide a simple, predictable.

365

00:42:07.450 --> 00:42:25.389

Noah Garcia: you know, durable, durable cycle of of future funding solicitations and schedules. We know that the State is navigating a challenging budget environment this time around, but really appreciate the consideration of of that in the future to help accelerate all of our shared EV charging goals. Thank you.

366

00:42:29.100 --> 00:42:30.160

Mabel Aceves Lopez: Okay. Noah.

367

00:42:30.460 --> 00:42:36.479



Mabel Aceves Lopez: and I believe everyone with their hand currently raised has already spoken. So I'm going to lower all the hands.

368

00:42:37.020 --> 00:42:38.250

Mabel Aceves Lopez: And if

369

00:42:41.150 --> 00:42:50.090

Mabel Aceves Lopez: yeah. So if you have not yet spoken, and you would like to make a comment, please click the raise hand feature or press Star 9. If you're on the phone.

370

00:42:52.640 --> 00:42:57.085

Mabel Aceves Lopez: and I see Alicia Hoffman. I'm going to open your line.

371

00:42:57.500 --> 00:43:00.500

Mabel Aceves Lopez: Please state and spell your name and begin your comments.

372

00:43:15.550 --> 00:43:19.109

Mabel Aceves Lopez: Alicia. If you're trying to speak. We cannot hear you right now.

373

00:43:41.600 --> 00:43:45.809

Mabel Aceves Lopez: Yeah, it shows you are unmuted. But we're not getting audio.

374

00:43:53.950 --> 00:43:57.190

Mabel Aceves Lopez: We may go to the next person, and hopefully

375

00:43:57.370 --> 00:43:59.909

Mabel Aceves Lopez: we can get that sorted soon.

376

00:44:05.350 --> 00:44:09.399

Mabel Aceves Lopez: So next we will go to Matt Miyasato.

377

00:44:09.440 --> 00:44:13.960

Mabel Aceves Lopez: I have opened up your line. Please phone state your name and affiliation.

378

00:44:14.360 --> 00:44:39.910

Matt Miyasato (FirstElement): And thank you. So it's Dr. Matt Miyasato. Last name is MIYA. SATO. I'm with the First Element Fuel. we are a

hydrogen station provider. And and 1st of all, let me just thank the Energy Commission. We're we're the poster child for a public private partnership with the Commission in deploying hydrogen, fueling infrastructure. So wanna just thank them for their continued support. I would just urge the Commission to reconsider a funding of light duty.

379

00:44:40.213 --> 00:44:59.060

Matt Miyasato (FirstElement): Fueling infrastructure, as you probably heard, Honda is coming back into the market with the Plugin fuel cell. But, more importantly, these local fueling stations support medium duty vehicles. And you heard that from some of your advisors today. So the class 2 B through 6. Those are the trucks step vans work trucks at fuel at your local fueling

380

00:44:59.060 --> 00:45:12.150

Matt Miyasato (FirstElement): stations. So they're not going to go to a travel center of America off the highway to fuel. They'll more likely than not fuel at these local stations. So I would just, have you consider lumping medium duty with light duty, and then you get both of those benefits. So thank you.

381

00:45:23.590 --> 00:45:28.300

Mabel Aceves Lopez: Thank you, Matt. We will try one more time to go with Elisia.

382

00:45:28.520 --> 00:45:31.809

Mabel Aceves Lopez: I've opened up your line. Can you check your audio now?

383

00:45:40.220 --> 00:45:43.365

Elisia Hoffman: Hello! Can can I be heard? Can folks hear me?

384

00:45:44.190 --> 00:45:45.473

Mabel Aceves Lopez: Yes, we can hear you.

385

00:45:45.730 --> 00:45:47.340

Elisia Hoffman: Thank you. Sorry about that.

386

00:45:47.760 --> 00:45:56.400

Elisia Hoffman: So my name is Elisia Hoffman, ELISIA. Hoffman, HO. Ff. MAN. And I'm from Electrify America.

387

00:45:59.590 --> 00:46:23.199

Elisia Hoffman: Thank you. So Electrify America is the nation's largest open network of public DC fast chargers for electric vehicles with over

3,900 fast chargers across nearly 900 locations around the country, and over 1,100 chargers across more than 250 locations, open to the public in California, and charging for the range of EVs on the market at speeds of up to 350 kilowatt

388

00:46:23.390 --> 00:46:42.199

Elisia Hoffman: Electric America supports the State zero emission vehicle goals and the CEC's investments to build out ZEV infrastructure specifically for DCFCs. DC Fast charging is the best way to future proof the network, and we believe it is the most important element to supporting the State's successful transition to 0 emission vehicles

389

00:46:42.200 --> 00:46:55.739

Elisia Hoffman: in California alone. It cost 28. I'm sorry it's 28% more to construct and build an electrify America charger than it does elsewhere in the country, much in part due to soft costs and other development challenges.

390

00:46:55.740 --> 00:47:20.309

Elisia Hoffman: state funding and programs like programs like CARB's LCFS program provide crucial support to investments instead of infrastructure. However, we caution that over regulating the charging industry, including with burdensome and unnecessary reporting obligations, is counterproductive, and makes it more costly and difficult to deploy and operate chargers which will translate into higher charging costs for EV drivers. Thank you so much.

391

00:47:23.890 --> 00:47:25.669

Mabel Aceves Lopez: Great. Thank you for your comments.

392

00:47:25.700 --> 00:47:31.440

Mabel Aceves Lopez: and I will do one more call for anyone who would like to make a comment. Please raise your hand now.

393

00:47:40.540 --> 00:47:50.569

Mabel Aceves Lopez: Okay, I see a couple more hands, so we will start by going with Mario Barragan. I have opened up your line. Please spell and state your name and affiliation.

394

00:47:54.820 --> 00:47:57.609

MARIO BARRAGAN IBEW 11: Yes, Hi, my name is Mario Barragan.

395

00:47:57.890 --> 00:48:04.230

MARIO BARRAGAN IBEW 11: That's MARI, OBAR RAGA n

396

00:48:05.113 --> 00:48:10.859

MARIO BARRAGAN IBEW 11: and I'm an electrician, State certified Electrician here in the State of California.

397

00:48:11.492 --> 00:48:15.820

MARIO BARRAGAN IBEW 11: And I also went through a 5 year apprenticeship program

398

00:48:16.889 --> 00:48:20.479

MARIO BARRAGAN IBEW 11: these 2 facts makes me make me a qualified person

399

00:48:21.670 --> 00:48:25.549

MARIO BARRAGAN IBEW 11: by the NEC, Which is the national electrical code.

400

00:48:25.580 --> 00:48:29.836

MARIO BARRAGAN IBEW 11: and the NFPA. 70 E. The National Fire

401

00:48:30.450 --> 00:48:33.350

MARIO BARRAGAN IBEW 11: protection. So association

402

00:48:33.908 --> 00:48:37.019

MARIO BARRAGAN IBEW 11: so I say this to say that EVSE

403

00:48:37.524 --> 00:48:39.340

MARIO BARRAGAN IBEW 11: can be very dangerous.

404

00:48:40.020 --> 00:48:42.430

MARIO BARRAGAN IBEW 11: and only electricians

405

00:48:42.700 --> 00:48:45.359

MARIO BARRAGAN IBEW 11: are considered qualified persons

406

00:48:45.560 --> 00:48:54.329

MARIO BARRAGAN IBEW 11: by these 2 national associations that govern the electrical industry. This is to include the State of California.

407

00:48:54.752 --> 00:48:58.977

MARIO BARRAGAN IBEW 11: So with this keeping that in mind. You know, if

408

00:48:59.790 --> 00:49:02.090

MARIO BARRAGAN IBEW 11: you know, I feel that you can

409

00:49:02.590 --> 00:49:07.840

MARIO BARRAGAN IBEW 11: better use have better use of that. Those funds in other aspects, I think.

410

00:49:08.130 --> 00:49:11.609

MARIO BARRAGAN IBEW 11: as other callers have commented on.

411

00:49:11.740 --> 00:49:14.359

MARIO BARRAGAN IBEW 11: I think you know the State is.

412

00:49:14.852 --> 00:49:22.129

MARIO BARRAGAN IBEW 11: has a plethora of electricians that are very capable and actually qualified to do this work. Thank you.

413

00:49:28.490 --> 00:49:29.010

MARIO BARRAGAN IBEW 11: Great.

414

00:49:29.010 --> 00:49:30.230

Mabel Aceves Lopez: Thank you, Mario.

415

00:49:30.530 --> 00:49:33.539

Mabel Aceves Lopez: and we will now go to Bernie Kotlier.

416

00:49:34.060 --> 00:49:38.239

Mabel Aceves Lopez: Have opened up your line. Please spell and state your name and affiliation.

417

00:49:39.080 --> 00:49:45.314

Bernie Kotlier: Hi. My name is Bernie Kotlier. That's spelled BERN, IE,

418

00:49:45.900 --> 00:49:47.640

Bernie Kotlier: KOT,

419

00:49:47.930 --> 00:49:55.599

Bernie Kotlier: LIER, and I am the national co-chair of the electric vehicle infrastructure training program.

420

00:49:57.240 --> 00:50:13.580

Bernie Kotlier: So today, I would like to talk about the emphasis in the plan on training, I think you've already heard quite a bit about the fact

that the electrical industry is already doing this training extensively and successfully.

421

00:50:14.115 --> 00:50:20.199

Bernie Kotliar: But one of the points. That I think is important is the focus on DEI.

422

00:50:20.350 --> 00:50:24.539

Bernie Kotliar: That's critical and it. But it needs to be done correctly.

423

00:50:24.870 --> 00:50:31.580

Bernie Kotliar: Focus on limited, narrow training programs does not actually help community members.

424

00:50:31.750 --> 00:50:33.869

Bernie Kotliar: DEI is really 3

425

00:50:34.050 --> 00:50:35.650

Bernie Kotliar: things. It's not one.

426

00:50:36.030 --> 00:50:43.739

Bernie Kotliar: Those limited programs often meet the diversity requirement, but they fail on equity. Low wages are not equitable.

427

00:50:44.060 --> 00:50:46.199

Bernie Kotliar: they also fail on inclusion.

428

00:50:46.370 --> 00:51:03.659

Bernie Kotliar: How can members of disadvantaged communities be included in the US. Economy, when all they get is low wages, poor benefits and a dead end job. An effective DEI funding policy is focused on pre-apprenticeship programs which lead to careers with living wages, healthcare benefits, and other

429

00:51:03.780 --> 00:51:06.919

Bernie Kotliar: very important career advantages.

430

00:51:07.060 --> 00:51:08.000

Bernie Kotliar: Thank you.

431

00:51:12.730 --> 00:51:13.819

Mabel Aceves Lopez: Thank you, Bernie.

432

00:51:15.910 --> 00:51:19.780

Mabel Aceves Lopez: Wait a little bit to see if we have any final hands.

433

00:51:32.550 --> 00:51:36.780

Mabel Aceves Lopez: and if you're on the phone you can press Star 9 to raise your hand

434

00:51:47.900 --> 00:51:54.740

Mabel Aceves Lopez right? So I'm not seeing any further raised hands on Zoom. And that concludes our public comment period.

435

00:51:54.840 --> 00:51:57.500

Mabel Aceves Lopez: I will now pass it back to Benjamin.

436

00:52:00.140 --> 00:52:01.879

Benjamin Tuggy (CEC): Alright, thank you, Mabel.

437

00:52:04.330 --> 00:52:12.580

Benjamin Tuggy (CEC): we are about ready to wrap up here. We do have an advisory committee member who did not speak before.

438

00:52:12.740 --> 00:52:18.269

Benjamin Tuggy (CEC): and would like to comment, Patty, is it okay? If we get to that really quick.

439

00:52:18.270 --> 00:52:19.659

Patty Monahan: Oh, definitely. Yeah.

440

00:52:20.610 --> 00:52:22.310

Benjamin Tuggy (CEC): All right. Go ahead, Morris.

441

00:52:24.470 --> 00:52:27.069

Morris Lum: It's Morris Lum. I did want to say that

442

00:52:27.210 --> 00:52:33.090

Morris Lum: from understanding more of the workforce training and development that is really important.

443

00:52:33.180 --> 00:52:46.899

Morris Lum: And it just as the last comment said about DEI, I myself have gone through on a personal tour of the California Mobility Center. I've

seen what that does. And I've seen how that's partnering with Sacramento State.

444

00:52:46.950 --> 00:52:57.769

Morris Lum: and I can see what it can do for jobs and for our California young citizens coming up. And my mind keeps thinking about how how many

445

00:52:59.770 --> 00:53:04.959

Morris Lum: charging stations aren't working correctly, or they could be working better. There isn't enough

446

00:53:05.510 --> 00:53:32.590

Morris Lum: companies or enough workers or technicians to stay on top of the repairs. I know that there are private contractors now listening to private individuals or private companies or private installations to put in new training new charging stations with grant money. So probably in the near future, where there's gonna be more charging stations, we're probably gonna need a lot more technicians

447

00:53:32.700 --> 00:53:38.229

Morris Lum: and not relying upon the contractors themselves, because they'll probably be too busy

448

00:53:38.420 --> 00:53:45.739

Morris Lum: installing charging stations. I could just see new companies of people who are just

449

00:53:46.110 --> 00:53:47.999

Morris Lum: making sure everything's running.

450

00:53:48.160 --> 00:53:55.290

Morris Lum: So to me, the the workforce training and development is really important. I hope we stay on top of that. Thank you.

451

00:53:58.710 --> 00:53:59.940

Benjamin Tuggy (CEC): alright.

452

00:54:00.150 --> 00:54:01.769

Benjamin Tuggy (CEC): and thank you, Morris.

453

00:54:02.400 --> 00:54:07.960

Benjamin Tuggy (CEC): and I think with that we can switch back to our main slide deck.



454

00:54:08.110 --> 00:54:12.042

Benjamin Tuggy (CEC): have one more slide, so we've made it through the day, so

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00:54:14.470 --> 00:54:16.769

Benjamin Tuggy (CEC): give it just a second there.

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00:54:18.700 --> 00:54:20.080

Benjamin Tuggy (CEC): alright?

457

00:54:20.200 --> 00:54:27.511

Benjamin Tuggy (CEC): So thank you all again for joining and for all of your comments and feedback. And we did also receive

458

00:54:28.090 --> 00:54:33.079

Benjamin Tuggy (CEC): written feedback already. And once again you have until

459

00:54:33.230 --> 00:54:37.120

Benjamin Tuggy (CEC): June 21st to submit comments

460

00:54:37.560 --> 00:54:43.250

Benjamin Tuggy (CEC): to the docket number 24 dash ALT

461

00:54:43.290 --> 00:54:45.169

Benjamin Tuggy (CEC): Dash 01

462

00:54:47.130 --> 00:54:50.959

Benjamin Tuggy (CEC): These slides as well have been published to that docket.

463

00:54:51.290 --> 00:54:53.230

Benjamin Tuggy (CEC): Erm, and you can

464

00:54:53.490 --> 00:55:00.079

Benjamin Tuggy (CEC): contact me at [benjamin.tuggy@energy.ca.gov](mailto:benjamin.tuggy@energy.ca.gov)

465

00:55:00.320 --> 00:55:03.390

Benjamin Tuggy (CEC): you have further questions on

466

00:55:04.163 --> 00:55:05.410

Benjamin Tuggy (CEC): these topics.

467

00:55:05.870 --> 00:55:11.999

Benjamin Tuggy (CEC): So once again. Thank you all for joining. And I think that concludes our meeting today.

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00:55:14.170 --> 00:55:21.050

Patty Monahan: Alright thanks. And thanks, especially to all the new members who are, I'm sure, grappling with all the acronyms and

469

00:55:21.080 --> 00:55:45.600

Patty Monahan: new programs, it's a lot to digest. So just I hope it's not too overwhelming. If anybody needs like extra clarification on points you can reach out to Benjamin or to my office, and we definitely want to help you and support you in providing feedback to us, and just welcome to all the members of the public who have provided their comments to. We really want a really robust public process. So we welcome feedback

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00:55:46.083 --> 00:55:49.916

Patty Monahan: and as Benjamin said, We're really we're tying this

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00:55:50.430 --> 00:55:56.300

Patty Monahan: this investment plan to the annual budget process. We're trying to make sure that

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00:55:56.500 --> 00:56:08.290

Patty Monahan: when we develop the next draft of the investment plan that it has whatever budget is approved by the governor and the legislature included in it. So the timing of all of this is

473

00:56:08.450 --> 00:56:11.769

Patty Monahan: somewhat dependent on what happens in the budget process.

474

00:56:13.090 --> 00:56:19.399

Patty Monahan: Alright, thanks, everybody. I hope everybody has a great weekend, and that it's not too hot wherever you live.

475

00:56:19.550 --> 00:56:26.019

Patty Monahan: although it seems like it is. come to Berkeley to escape the heat. Alright! Thanks, everybody.

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00:56:26.550 --> 00:56:27.429

Nick Blair, ACWA: Thank you all happy.

477

00:56:27.430 --> 00:56:28.940

Gia Vacin, GO-Biz: Thank you. Thank you.

478

00:56:28.940 --> 00:56:33.070

Benjamin Tuggy (CEC): Do you have a request to make one more quick announcement from the Advisory Committee? I don't

479

00:56:36.760 --> 00:56:37.649

Benjamin Tuggy (CEC): go ahead.

480

00:56:38.150 --> 00:56:45.300

Luis Olmedo: I won't hold anybody, but we're having a ribbon cutting on next Thursday. Thank you, Commissioner Monahan.

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00:56:45.320 --> 00:56:49.400

Luis Olmedo: for joining us on next Thursday at 10 am.

482

00:56:49.843 --> 00:56:54.920

Luis Olmedo: We might have it live stream. So we'll we'll circulate the link.

483

00:56:55.250 --> 00:57:00.190

Luis Olmedo: But that's our second. That's charger EV, infrastructure project.

484

00:57:01.230 --> 00:57:05.469

Patty Monahan: Yeah, it's really, it's really a milestone. I'm excited to come and celebrate with you.

485

00:57:08.030 --> 00:57:11.170

Benjamin Tuggy (CEC): Thank you all, and have a good rest of your afternoon.

486

00:57:12.820 --> 00:57:13.340

Patty Monahan: Bye, everybody!