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*Comment Received From: GRID Alternatives  
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**Comments for the Draft Zero-Emission Vehicle Workforce Training and Development Strategy**

*Additional submitted attachment is included below.*



July 12, 2024

California Energy Commission  
Docket Unit, 20-ALT-01  
1516 Ninth Street  
Sacramento, CA 95814-5512

VIA DOCKET  
Energy Commission Docket 20-ALT-01

Re: Comments for the Draft Zero-Emission Vehicle Workforce Training and Development Strategy

Dear Commissioners and Energy Commission Staff:

GRID Alternatives (“GRID”) is the country’s largest nonprofit that builds community-powered solutions to advance economic and environmental justice through renewable energy. Since 2004, we’ve installed clean energy technologies for over 30,000 income-qualified households across the country. In recent years, we have paired our longstanding work on solar PV with increased access to electric vehicles, EV charging stations and battery storage deployment for income-qualified families, multifamily housing owners and community facilities in economic and environmental justice communities.

We appreciate the opportunity to submit the following comments regarding the Draft Zero-Emission Vehicle Workforce Training and Development Strategy. GRID recognizes that achieving carbon neutrality in the transportation sector and meeting the ambitious state goals to increase the number of zero-emission vehicles and charging infrastructure will also require coordinated efforts to prepare the workforce for such a transition, all the while making sure historically marginalized groups and communities are not left out of the economic opportunities available.

GRID supports the CEC’s objectives as outlined in the strategy document, in particular the prioritization of **Objective 3.1.3.1**, increasing the number of EVITP-certified electricians through the interagency agreement between the CEC and the ETP to fund EVITP training and certification for 3,000 electricians. GRID has a diverse network of contractors and electricians that reside in disadvantaged communities across California that would greatly benefit from such an opportunity and help provide essential capacity towards achieving the near-term demand of 1.01 million light-duty EV chargers by 2030. GRID is particularly focused on the home charging needs of California’s 2 million low-income homeowner households, who are largely served by small mom-and-pop residential electrical contractors of color - in our experience working with these contractors on CARB-funded EVSE projects and elsewhere, they face particularly high barriers to becoming EVITP certified. GRID also supports the

strategy's inclusion of charger maintenance and repair training, which will be a crucial need as EV adoption continues to grow in the state.

We appreciate the CEC's thoughtfulness in developing this strategy, especially the objective of creating workforce requirements for solicitation and a workforce plan in grant funding opportunities. Recent CEC solicitations have included scoring criteria such as: benefits to disadvantaged and low-income communities, job placement, community outreach, and jobs created. We support continuing to embed these metrics in future solicitations.

Thank you for your consideration of our input. We look forward to collaborating with the Commission to ensure that low-income and disadvantaged communities in California have robust and equitable access to the economic benefits of the workforce preparation required to achieve our climate goals.

Sincerely,

Linda Khamoushian  
Senior Clean Mobility Strategist  
GRID Alternatives