

**DOCKETED**

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**October 1, 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/workshop/2024-10/public-meeting-advisory-committee-clean-transportation-program-investment>

Advisory Committee members who attended remotely:

Beverly Greene

Micah Mitrosky

Bill Magavern

Michael Pimentel

Brittany Carpenter

Morgan Caswell

Elise Candelaria

Morris Lum

Gia Vacin

Nicholas Blair

Joel Levin

Rev. Charles Dorsey

Jon Hart

Rev. Harvey Vaughn III

Katrina Fritz

Sam Wilson

Laura Renger

Ted Lamm

Mariela Ruacho

Vanessa Warheit

Mars Wu

Patty Monahan

WEBVTT

1

00:00:06.950 --> 00:00:14.570

Charles Smith (CEC): Good morning, everyone. Thank you for joining us today. This is the public meeting of the Advisory Committee for the Clean Transportation Program Investment plan.

2

00:00:14.710 --> 00:00:22.859

Charles Smith (CEC): We're 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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00:00:23.120 --> 00:00:28.689

Charles Smith (CEC): joining us today is our lead Commissioner on Transportation, Patty Monahan and members of her staff.

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00:00:28.830 --> 00:00:34.660

Charles Smith (CEC): I'm also joined by co-presenters from the Fuels and Transportation Division Marissa Williams and Benjamin Tuggy.

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00:00:34.810 --> 00:00:40.619

Charles Smith (CEC): as well as other CEC Staff who have contributed to today's materials. Next slide, please.

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00:00:45.340 --> 00:00:53.910

Charles Smith (CEC): 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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00:00:54.110 --> 00:01:03.340

Charles Smith (CEC): The meeting event web page is listed here and includes a copy of this slide deck, as well as a link to where the next version of the investment plan will be available.

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00:01:03.940 --> 00:01:08.689

Charles Smith (CEC): also listed. Here is a link to where you can file a public comment on the investment plan

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00:01:08.750 --> 00:01:14.949

Charles Smith (CEC): while the deadline may be extended. We ask for those comments by Tuesday, October 15th at 5 PM.

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00:01:15.300 --> 00:01:17.719

Charles Smith (CEC): And we'll put those links into the chat

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00:01:20.130 --> 00:01:21.190

Charles Smith (CEC): next slide, please.

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00:01:23.020 --> 00:01:28.729

Charles Smith (CEC): I also wanted to call attention to some changes last year to the Bagley-Keene Act under Sb. 544.

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00:01:28.980 --> 00:01:37.740

Charles Smith (CEC): We're grateful for the opportunity to have this be a hybrid public meeting, but with that opportunity comes a couple of requirements that we need to raise based on the new law

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00:01:38.460 --> 00:01:46.460

Charles Smith (CEC): for our advisory committee members who are participating remotely. We ask 2 things of you. First, please let us know if there are any other adults in the room with you.

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00:01:46.550 --> 00:01:55.350

Charles Smith (CEC): And second, please keep your cameras on while you are speaking or unmuted. If you're having any Internet connectivity or other technological challenges that prevent this.

16

00:01:55.570 --> 00:01:58.140

Charles Smith (CEC): Please let us know the reason for going off camera

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00:01:58.450 --> 00:01:59.729

Charles Smith (CEC): next slide, please.

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00:02:01.830 --> 00:02:04.259

Charles Smith (CEC): Here's a quick rundown of today's agenda.

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00:02:04.300 --> 00:02:10.970

Charles Smith (CEC): We'll be moving into opening remarks by Commissioner Monahan, followed by advisory committee members, introductions and roll call.

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00:02:11.290 --> 00:02:23.129

Charles Smith (CEC): We will then 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.

21

00:02:24.190 --> 00:02:27.830

Charles Smith (CEC): We'll have one question break for the Advisory committee members.

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00:02:28.190 --> 00:02:32.989

Charles Smith (CEC): We'll insert a break around 10:15 A.m. Or so, depending on timing.

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00:02:33.610 --> 00:02:41.970

Charles Smith (CEC): Next, we'll have a presentation on the revised draft version of the 2024-2025 investment plan update for the clean transportation program

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00:02:42.130 --> 00:02:45.330

Charles Smith (CEC): followed by advisory committee discussion on the Plan.

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00:02:45.740 --> 00:02:54.149

Charles Smith (CEC): The Full Revised Staff draft will be published soon, but the key part, the proposed funding allocations are available now to discuss.

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00:02:54.970 --> 00:03:01.799

Charles Smith (CEC): Finally, we will have a public comment period around 11:40 or so, and then conclude with closing remarks.

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00:03:02.760 --> 00:03:07.440

Charles Smith (CEC): But at this point I'd like to invite Commissioner Monahan to provide opening remarks

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00:03:08.420 --> 00:03:09.350

Charles Smith (CEC): next slide.

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00:03:14.035 --> 00:03:16.880

Patty Monahan: Thanks, Charles, and just welcome everybody. I wonder?

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00:03:17.586 --> 00:03:19.930

Patty Monahan: Can we take the

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00:03:20.130 --> 00:03:21.760

Patty Monahan: welcome off

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00:03:21.940 --> 00:03:33.430

Patty Monahan: and let people like turn on your video so we can see each other just like one time. Yay, Hi! Everybody woo!

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00:03:33.880 --> 00:03:37.590

Patty Monahan: Oh, that makes me happy. Thanks, you guys. I really appreciate that.

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00:03:38.280 --> 00:03:43.268

Patty Monahan: I don't know about you guys, but I just need faces in order to be happier.

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00:03:43.830 --> 00:03:54.639

Patty Monahan: There's something when you're on these long zoom calls, and you don't see anybody's face. It just it makes you like cry a little bit inside. So thanks for turning on your cameras.

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00:03:54.710 --> 00:04:06.240

Patty Monahan: Thanks for your beautiful faces. And you know we do have, like most of us, are on zoom, and I like conscientiously chose to be on Zoom versus

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00:04:06.520 --> 00:04:20.569

Patty Monahan: going into the the physical room, although it does make me sad, because there's a few people in there alone. Because, but because you can see my face. And I and I think there's something just valuable about

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00:04:20.720 --> 00:04:22.930

Patty Monahan: seeing faces instead of like having

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00:04:23.340 --> 00:04:44.329

Patty Monahan: disembodied voices in a big room. And we're really trying this hybrid world. It's hard like I do actually really miss seeing all of you guys in the 1st advisory committee meeting in the pre-covid world that I was attended, and everybody was in person, and that was just lovely. But now we're in a new world, and we're trying to figure it out. So

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00:04:44.330 --> 00:05:01.799

Patty Monahan: you know, welcome your input on how we can make this effective. And you know, maybe more intimate. Maybe we meet once in person, and once on Zoom, I'm not sure but I do know that for the sake of diversity. It's good to have zoom, because people can be across the State, and they don't have to travel

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00:05:01.820 --> 00:05:18.059

Patty Monahan: to Sacramento, and I've always felt like. You know, these in person meetings in Sacramento really give a lot of access to folks, either that are based in Sacramento or have a lobbying arm where they have the funds to be able to go to Sacramento, but

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00:05:18.140 --> 00:05:21.919

Patty Monahan: not great for equity and diversity.

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00:05:22.280 --> 00:05:23.449

Patty Monahan: And we've really

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00:05:24.216 --> 00:05:28.980

Patty Monahan: try to make this group as diverse as we could.

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00:05:29.582 --> 00:05:36.599

Patty Monahan: That's part of the reason why we reconstituted every 3 years is to give this opportunity for

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00:05:36.710 --> 00:05:43.320

Patty Monahan: just continuing to diversify and spread our reach across the entire State.

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00:05:44.134 --> 00:05:59.729

Patty Monahan: So last time, you may remember, for those who participated we had a icebreaker about your favorite song, I'm a sucker for icebreakers, so I'm going to do it again, but not your favorite song. This one is going to be a fast one.

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00:05:59.780 --> 00:06:15.910

Patty Monahan: because we have a lot to talk about. But I'm gonna the icebreaker this time is, what do you like to do to relax? So just like one sentence or 2 sentences about what you like to do to relax. Maybe when you're stressed, what do you do?

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00:06:16.559 --> 00:06:21.650

Patty Monahan: And I want to welcome 2 members who were not here last time we have

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00:06:22.533 --> 00:06:27.110

Patty Monahan: Mars or Marissa Wu from Greenlining Institute.

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00:06:27.160 --> 00:06:30.960

Patty Monahan: and I think, Mars, you're here right. I saw you.

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00:06:31.190 --> 00:06:32.250

Mars Wu, Greenlining (they/she): Yes, good morning.

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00:06:32.990 --> 00:06:39.650

Patty Monahan: Hi! Do you want to? Do you want to start with the icebreaker? I can start. Why don't I start? And you could think about it. Mars.

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00:06:40.172 --> 00:07:01.430

Patty Monahan: okay. So my favorite thing to do to relax. And also when I'm stressed and actually all the time is exercise. And that's why my hair is wet because I was going for a hike with my dog, who actually had an epileptic seizure on the trail. So that was a little sad, but it did slow me down a little bit. That's why I'm extremely wet. I'm actually like dripping, basically just got out of the shower

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00:07:03.040 --> 00:07:13.830

Patty Monahan: But my dog is fine. She's been epileptic for a long time. It's part of her personality, so don't feel sad about that part. She's still doing great. She's an Australian shepherd and very happy.

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00:07:14.810 --> 00:07:17.260

Patty Monahan: Okay, Mars, on to you.

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00:07:18.720 --> 00:07:27.480

Mars Wu, Greenlining (they/she): Yeah, I hope your dog's all right, Patty. Good morning. Everyone. Mars Wu with the Greenlining Institute. I am a transportation equity program manager based in Oakland.

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00:07:29.330 --> 00:07:34.820

Mars Wu, Greenlining (they/she): And what I like to do to relax, I think. Similarly, Commissioner Monahan.

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00:07:34.860 --> 00:07:40.200

Mars Wu, Greenlining (they/she): I feel really lucky to have proximity to water. So I enjoy running and biking along the trails.

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00:07:41.490 --> 00:07:42.820

Patty Monahan: Alright! Thanks. Mars.

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00:07:43.626 --> 00:07:49.279

Patty Monahan: and another advisory committee meeting member who wasn't here last time. A brand new -oh



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00:07:50.100 --> 00:07:53.290

Patty Monahan: hang on a second. My Microsoft office wants to update

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00:07:53.480 --> 00:08:10.429

Patty Monahan: postpone. Okay, Sydney Vergis, who is a good colleague and friend of mine, and who's actually physically in the office. I'm gonna out the fact that her puppy is with her in the office because it's a service dog, and it's so cute. And I now I feel really sad that I'm not

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00:08:10.590 --> 00:08:16.669

Patty Monahan: physically in the office to see her adorable dog. So, Sydney, I'm going to turn it to you.

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00:08:17.750 --> 00:08:25.445

Sydney Vergis: Oh, thank you. Well for those who are interested. Emma's doing great, and she's curled up at my feet the way she's supposed to. So go, Emma.

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00:08:25.940 --> 00:08:52.370

Sydney Vergis: I'm with California Air Resources Board, and I'm joined here today by Andrew Martinez. So thank you very much for for accompanying me through the walk through Sacramento just kidding what I like to do for fun. As Patty mentioned, I'm currently training Emma to be my service dog, which is causing a high level of anxiety, but I'm assured that soon I will start enjoying it so soon. That will be the hobby that I enjoy the most.

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00:08:55.520 --> 00:09:02.650

Patty Monahan: All right, thanks, Syd, and and appreciate that you're showing up with your dog and Andrew in tow.

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00:09:03.507 --> 00:09:06.729

Patty Monahan: All right. So let's do the

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00:09:08.720 --> 00:09:16.580

Patty Monahan: Let's make sure. I guess we're going to go off the big picture slide. So Hi bye everybody. But now we're going to go to the

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00:09:16.750 --> 00:09:19.159

Patty Monahan: roll call. So I think we'll have to put the

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00:09:19.530 --> 00:09:21.690

Patty Monahan: one on the screen that has.

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00:09:22.140 --> 00:09:27.760

Patty Monahan: And remember, when you speak per, our B-K rules, you have to say

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00:09:27.890 --> 00:09:34.600

Patty Monahan: you have to go on camera, and you have to say if somebody else is in the room with you, am I getting that right, Charles?

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00:09:35.800 --> 00:09:36.770

Charles Smith (CEC): That's correct.

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00:09:36.770 --> 00:09:37.165

Patty Monahan: Okay.

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00:09:38.157 --> 00:09:41.429

Patty Monahan: all right, let's start with Beverly Greene.

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00:09:42.140 --> 00:09:51.071

Beverly Greene: Hello, Beverly Greene and I moved since we were last together. I moved from AC Transit to the Santa Clara Valley Transit us

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00:09:51.520 --> 00:09:52.610

Beverly Greene: Authority.

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00:09:53.107 --> 00:10:00.410

Beverly Greene: Then I'm coming to you from the APTA Annual Conference, and the favorite things I do to relax are to read.

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00:10:01.200 --> 00:10:03.470

Patty Monahan: Oh, nice! Thanks, Beverly.

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00:10:04.020 --> 00:10:06.520

Patty Monahan: all right, Bill. Bill Magavern.

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00:10:07.070 --> 00:10:18.430

Bill Magavern: Good morning, Bill Magavern, with the coalition for clean air, and I like to hike. I took the picture of Half Dome that's behind me a few years ago.

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00:10:18.480 --> 00:10:24.429

Bill Magavern: or when I'm in the city I live in Sacramento. I like to go out and play tennis, which I did last night.

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00:10:28.570 --> 00:10:29.300

Patty Monahan: Brittany.

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00:10:30.550 --> 00:10:35.619

Brittany Carpenter: Good morning, everybody. Brittany Carpenter. She/they from the Fresno Metro Black Chamber of Commerce.

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00:10:35.640 --> 00:10:42.910

Brittany Carpenter: and for myself, I love nature and reading so just this weekend. I went up to sequoias and read some books up there.

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00:10:44.970 --> 00:10:45.980

Patty Monahan: Lovely.

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00:10:47.400 --> 00:10:49.260

Patty Monahan: All right, Elise.

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00:10:49.840 --> 00:11:06.799

Elise Candelaria: Hello, Elise, from the employment training panel. My favorite thing to do to relax is probably making a cup of herbal tea. I get a bunch of bulk items like roses and chamomile flowers and mix them together. That's the whole process is so relaxing.

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00:11:08.550 --> 00:11:09.640

Patty Monahan: Thank you.

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00:11:10.740 --> 00:11:11.370

Patty Monahan: Gia.

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00:11:13.660 --> 00:11:15.219

Gia Vacin: Good morning, everyone

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00:11:16.080 --> 00:11:27.869

Gia Vacin: Gia Vacin, with Governor's office of business and economic development, and I also like to be outside. So some form of hiking or walking, preferably near the ocean or a body of water. But anything will do.

94

00:11:30.060 --> 00:11:31.030

Patty Monahan: Thanks, Gia.

95

00:11:31.440 --> 00:11:32.530

Patty Monahan: Gillian.

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00:11:40.200 --> 00:11:41.600

Patty Monahan: Gillian's not here yet.

97

00:11:41.810 --> 00:11:44.110

Patty Monahan: Let's move to Gregory.

98

00:11:46.346 --> 00:11:51.549

Greg Cane: Good morning, everyone. This is Greg Cane with the California Hydrogen Car Owners Association, and

99

00:11:51.810 --> 00:11:55.930

Greg Cane: doesn't make much sense. But I like to have a cup of coffee to relax.

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00:11:57.460 --> 00:11:58.907

Patty Monahan: That is funny.

101

00:12:00.490 --> 00:12:02.220

Patty Monahan: all right, Joel Levin.

102

00:12:09.370 --> 00:12:11.369

Patty Monahan: I saw Joel.

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00:12:11.370 --> 00:12:11.750

Joel Levin: Hi.

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00:12:12.500 --> 00:12:16.163

Joel Levin: I'm actually I'm driving right now. I hope that's permitted.

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00:12:16.938 --> 00:12:18.571

Patty Monahan: Just be safe, Joel.

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00:12:19.710 --> 00:12:31.260

Joel Levin: So yeah, I'm Joel Levin, with Plug In America and kind of a theme you're hearing from a lot of people. I like to be outdoors in nature, you know, hiking or doing some sort of exercising.

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00:12:32.700 --> 00:12:33.480

Joel Levin: So

108

00:12:34.300 --> 00:12:35.490

Joel Levin: thanks for having me.

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00:12:37.260 --> 00:12:38.210

Patty Monahan: Thanks. Joel

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00:12:38.430 --> 00:12:40.340

Patty Monahan: Jon Hart.

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00:12:44.060 --> 00:12:49.263

Jon Hart: Yes, Jon Hart. I was driving up until a minute ago, dropping off kids

112

00:12:49.720 --> 00:12:51.570

Jon Hart: So have my camera on. Now.

113

00:12:51.580 --> 00:13:02.159

Jon Hart: I live in San Diego. I love surfing and skateboarding very cliché of me, but I do those every chance I get, and that's how I relax.

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00:13:03.880 --> 00:13:05.090

Patty Monahan: Skateboarding.

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00:13:05.120 --> 00:13:06.239

Patty Monahan: That's how I used to get to.

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00:13:06.240 --> 00:13:07.040

Jon Hart: Yeah.

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00:13:08.910 --> 00:13:11.519

Patty Monahan: Really until college. I got to school on a skateboard.

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00:13:12.250 --> 00:13:13.469

Jon Hart: Yeah, same here.

119

00:13:15.510 --> 00:13:17.889

Patty Monahan: Katrina, you're next.

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00:13:18.340 --> 00:13:26.540

Katrina Fritz: Hi, Katrina Fritz, California Hydrogen business council to relax. I like going swimming or taking a hike with my German shepherd.

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00:13:27.260 --> 00:13:27.990

Patty Monahan: Oh.

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00:13:29.993 --> 00:13:31.260

Patty Monahan: Kevin Hamilton.

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00:13:36.530 --> 00:13:40.520

Patty Monahan: see Kevin yet on. So let's go

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00:13:41.600 --> 00:13:45.540

Patty Monahan: to Larry, who also, I don't see Larry. Are you on?

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00:13:49.260 --> 00:13:50.649

Patty Monahan: Okay, Laura?

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00:13:51.370 --> 00:13:59.254

Laura Renger: Hi! Good morning, Laura Renger, with CalETC and I like to do yoga to relax, which is why my hair is wet, too.

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00:14:00.910 --> 00:14:02.000

Laura Renger: Apologies.

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00:14:03.270 --> 00:14:08.429

Patty Monahan: The wet head group. All right. Can we have the next slide.

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00:14:09.970 --> 00:14:11.629

Patty Monahan: Luis? Are you here?

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00:14:12.610 --> 00:14:14.190

Patty Monahan: Seen him on the list?

131

00:14:16.370 --> 00:14:22.260

Benjamin Tuggy (CEC): Luis has a conflict today he may be able to join a bit later.

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00:14:22.440 --> 00:14:23.560

Patty Monahan: Okay. Great.

133

00:14:24.797 --> 00:14:26.170

Patty Monahan: How about Mariela?

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00:14:27.120 --> 00:14:37.969

Mariela Ruacho, Lung Association: Hey, everyone! I'm in Sacramento. I'm with the American Lung Association. What I do to relax is thankfully, I live in the City of trees. So I go for a walk

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00:14:38.758 --> 00:14:45.200

Mariela Ruacho, Lung Association: or I do some sort of like guided meditation. So with the calm app, so love that.

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00:14:49.748 --> 00:14:52.921

Patty Monahan: All right. We already did Mars.

137

00:14:53.530 --> 00:14:54.890

Patty Monahan: How about Micah?

138

00:14:55.610 --> 00:15:02.319

Micah Mitrosky: Hi, everybody! Good morning, Micah Mitroski. IBEW 9th district. I like to go to the beach to relax.

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00:15:04.740 --> 00:15:05.760

Patty Monahan: Thanks. Micah.

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00:15:06.180 --> 00:15:08.140

Patty Monahan: Michael.

141

00:15:08.180 --> 00:15:09.339

Patty Monahan: Pimentel.

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00:15:09.340 --> 00:15:15.159

Michael Pimentel, California Transit Association: Yeah. Good morning. Also calling in from the American Public Transportation Association Conference. Good to be with you this morning.

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00:15:15.851 --> 00:15:21.849

Michael Pimentel, California Transit Association: So to relax. I like to explore cities with my little Boston terrier.

144

00:15:21.900 --> 00:15:22.913

Michael Pimentel, California Transit Association: and so

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00:15:24.210 --> 00:15:25.699

Michael Pimentel, California Transit Association: hand it back. Patty.

146

00:15:27.570 --> 00:15:29.169

Patty Monahan: Okay, Morgan, are you here?

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00:15:30.060 --> 00:15:39.160

Morgan Caswell: Good morning, Morgan Caswell with the port of Long Beach. I enjoy weightlifting, running, and walking with my golden retriever to relax.

148

00:15:39.860 --> 00:15:44.210

Patty Monahan: Weightlifting is my aspiration. I need your I need you in my life, Morgan.

149

00:15:45.157 --> 00:15:46.710

Patty Monahan: All right, Morris.

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00:15:49.050 --> 00:15:58.550

Morris Lum: Hi! Good morning, everybody, Morris Lum, with recreational boaters of California and dealing with boating issues. And so I've learned that the funnest thing.

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00:15:58.710 --> 00:16:04.470

Morris Lum: relaxing thing to do is be on a boat, but on someone else's boat, where you don't have to do anything.

152

00:16:05.420 --> 00:16:09.790

Morris Lum: just go to someone else's boat and just sit there and relax and do nothing.

153

00:16:13.598 --> 00:16:16.429

Patty Monahan: All right. Nicholas Blair.

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00:16:17.030 --> 00:16:26.510

Nick Blair, ACWA: Yeah. Good morning. All, Nick Blair, with the Association of California water agencies. I guess there's a lot of like minded people here. I, too, like running, walking, working out.

155

00:16:26.560 --> 00:16:33.829



Nick Blair, ACWA: sipping coffee. I guess I'll just add that I also like to play slow-pitch softball on the side. So I do that to unwind sometimes.

156

00:16:34.730 --> 00:16:35.516

Patty Monahan: That's great.

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00:16:37.030 --> 00:16:39.540

Patty Monahan: All right, Reverend Dorsey.

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00:16:42.099 --> 00:16:48.600

Rev. Charles Dorsey: Good morning. I am starting to believe that we need to do a fitness Meetup, the way these introductions are going

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00:16:48.870 --> 00:16:50.890

Rev. Charles Dorsey: with the Dorsey group.

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00:16:50.960 --> 00:16:52.320

Rev. Charles Dorsey: and

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00:16:52.800 --> 00:16:58.609

Rev. Charles Dorsey: what do I do for fun? Well, I'm fresh out the gym myself, so my hair is down, and I'm probably a little plush.

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00:16:59.555 --> 00:17:00.410

Rev. Charles Dorsey: But

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00:17:00.570 --> 00:17:10.420

Rev. Charles Dorsey: I enjoy going to see live music, concerts, and traveling those things kind of give me peace outside of

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00:17:10.440 --> 00:17:13.990

Rev. Charles Dorsey: sportscenter when it's time to wind down for the night.

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00:17:17.596 --> 00:17:19.049

Patty Monahan: Reverend Vaughn.

166

00:17:20.450 --> 00:17:24.069

HARVEY VAUGHN: Right. Harvey Vaughn Bethel AME Church of San Diego.

167

00:17:24.765 --> 00:17:29.740

HARVEY VAUGHN: I actually like outdoors. I like to go to the beach and walk.

168

00:17:29.830 --> 00:17:32.829

HARVEY VAUGHN: Walking is, is very relaxing.

169

00:17:33.070 --> 00:17:36.780

HARVEY VAUGHN: and I also like driving, believe it or not.

170

00:17:37.970 --> 00:17:40.630

HARVEY VAUGHN: just like to get in the car. And just

171

00:17:41.220 --> 00:17:44.989

HARVEY VAUGHN: wherever it takes me hop on the highway, going in some direction

172

00:17:45.260 --> 00:17:48.940

HARVEY VAUGHN: and put some music on, and it's very relaxing.

173

00:17:49.660 --> 00:17:56.177

Patty Monahan: I mean, it's kind of appropriate being on the clean transportation program advisory committee and liking to drive. So

174

00:17:56.680 --> 00:17:58.739

Patty Monahan: all right, Sam Wilson.

175

00:17:59.640 --> 00:18:05.332

Sam Wilson: Hi, good morning, everybody. Sam Wilson, Union of concerned scientists in San Francisco.

176

00:18:05.790 --> 00:18:17.559

Sam Wilson: Jeez, yeah, I think on a on a weekday, after after a long day of work. One of my favorite things to do is to climb out onto my roof and just sit in the sun with a nice cold beverage

177

00:18:17.700 --> 00:18:21.229

Sam Wilson: or on the weekends. I really love to go surfing in Marin.

178

00:18:22.180 --> 00:18:24.199

Sam Wilson: Those are probably the 2 favorites.

179

00:18:24.200 --> 00:18:25.590

Patty Monahan: Oh, thanks, Sam.

180

00:18:26.330 --> 00:18:27.850

Patty Monahan: Okay, Suzanne.

181

00:18:33.260 --> 00:18:35.590

Patty Monahan: Suzanne. Maybe she's not here yet.

182

00:18:35.850 --> 00:18:40.140

Patty Monahan: We did Sydney already. So, Ted, you're up.

183

00:18:42.210 --> 00:18:52.459

Ted Lamm: Good morning, Ted Lamm, with the center for law, energy and the environment, UC Berkeley and my baby boy just turned one. So I will just decline to answer the question.

184

00:18:56.730 --> 00:19:00.186

Patty Monahan: We'll wait another couple of years. Ted.

185

00:19:01.625 --> 00:19:02.470

Patty Monahan: Teresa.

186

00:19:04.050 --> 00:19:10.570

Teresa Bui: Good morning, everyone. My name is Teresa Bui. I'm with pacific environment and similar to a lot of folks in

187

00:19:10.610 --> 00:19:17.080

Teresa Bui: this group I love exercising. So my favorite pastime is Yoga, rock climbing and hiking.

188

00:19:18.970 --> 00:19:20.270

Patty Monahan: Right. Thanks. Teresa

189

00:19:20.720 --> 00:19:22.110

Patty Monahan: and Vanessa.

190

00:19:23.720 --> 00:19:33.560

Vanessa Warheit (she/her), EVCAC: Good morning, everyone, Vanessa Warheit, with the EV charging for all coalition normally based in the East Bay. But I'm calling in from Phoenix, Arizona.

191

00:19:33.760 --> 00:19:35.210

Vanessa Warheit (she/her), EVCAC: which which is

192

00:19:35.530 --> 00:19:38.649

Vanessa Warheit (she/her), EVCAC: ungodly hot, so.

193

00:19:40.120 --> 00:19:41.550

Vanessa Warheit (she/her), EVCAC: It was 115, the other.

194

00:19:41.550 --> 00:19:43.539

Patty Monahan: Oh, yeah, that's ungodly. Okay.

195

00:19:43.540 --> 00:19:50.979

Vanessa Warheit (she/her), EVCAC: I'm here to work on the election, and we actually had to call our canvass off, which was kind of amazing, because

196

00:19:51.310 --> 00:19:54.709

Vanessa Warheit (she/her), EVCAC: these folks just work, work, work, work. So

197

00:19:54.770 --> 00:20:06.510

Vanessa Warheit (she/her), EVCAC: normally, I love being outside, but not so much while I'm here other than when I can get in the pool. I do love to swim, and I also love to do guided meditations which you can do

198

00:20:06.610 --> 00:20:07.850

Vanessa Warheit (she/her), EVCAC: pretty much anywhere.

199

00:20:09.340 --> 00:20:10.780

Patty Monahan: That's great. Thank you.

200

00:20:10.780 --> 00:20:21.470

Vanessa Warheit (she/her), EVCAC: And I did tell Benjamin this because I'm working on the election. I actually have to leave early today. I have to leave by no later than 1130, maybe as early as 11, to

201

00:20:22.200 --> 00:20:24.260

Vanessa Warheit (she/her), EVCAC: get in the next shift of volunteers.

202

00:20:24.260 --> 00:20:32.060

Patty Monahan: So. Benjamin, help me remember that when it's time for public comment to prioritize Vanessa, and if anybody else has to leave early

203

00:20:32.551 --> 00:20:38.660

Patty Monahan: let me or Benjamin know, so we can make sure to bump you up in the

204

00:20:38.750 --> 00:20:40.230

Patty Monahan: in comment period.

205

00:20:40.940 --> 00:20:45.079

Patty Monahan: Alright! Anybody come after I've already called

206

00:20:45.200 --> 00:20:47.550

Patty Monahan: roll. Call anybody else.

207

00:20:49.720 --> 00:20:51.180

Patty Monahan: Give folks a minute.

208

00:20:54.100 --> 00:21:00.049

Patty Monahan: Alright, I think. Benjamin or Charles. Can you confirm that we have quorum? It seems like we do.

209

00:21:01.600 --> 00:21:03.470

Benjamin Tuggy (CEC): Yeah, I can confirm. We have quorum.

210

00:21:03.470 --> 00:21:04.580

Patty Monahan: Okay, great.

211

00:21:04.770 --> 00:21:10.960

Patty Monahan: Okay, thanks, folks. I think we're ready, Charles. I'm going to turn it over to you for starting the presentation.

212

00:21:12.530 --> 00:21:13.830

Charles Smith (CEC): Thank you, Commissioner.

213

00:21:15.380 --> 00:21:22.080

Charles Smith (CEC): Alright, as we did with our last advisory committee meeting in June, we'll begin by providing some background and context for the program

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00:21:22.100 --> 00:21:26.139

Charles Smith (CEC): before diving into the clean transportation program and investment plan.

215

00:21:27.350 --> 00:21:28.550

Charles Smith (CEC): Next slide, please.

216

00:21:30.220 --> 00:21:36.770

Charles Smith (CEC): California has established some of the world's most ambitious goals and regulations to mitigate climate change and protect public health

217

00:21:36.790 --> 00:21:40.199

Charles Smith (CEC): by rapidly transitioning to 0 emission transportation.

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00:21:40.420 --> 00:21:54.860

Charles Smith (CEC): I won't read through all of these goals, but we'll highlight a few key ones, namely, that by 2035, 100% of new passenger vehicle sales are to be 0 emission as well as 100% of the operations of drayage trucks and off-road equipment.

219

00:21:55.190 --> 00:22:06.760

Charles Smith (CEC): By 2040 all operating transit buses should be 0 emission, and by 2045, 100% of the operations of all medium and heavy duty vehicles should be 0 emission.

220

00:22:07.330 --> 00:22:16.390

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

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00:22:20.520 --> 00:22:32.230

Charles Smith (CEC): Recognizing the foundational importance of ZEV infrastructure, the Legislature created the clean transportation program in 2007 and just reauthorized the program last year to run through 2035.

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00:22:32.930 --> 00:22:42.120

Charles Smith (CEC): The program provides about 100 million dollars per year in grants and incentives predominantly to accelerate the deployment of ZEV infrastructure across the state.

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00:22:42.660 --> 00:22:53.430

Charles Smith (CEC): In recent years the Governor and Legislature have also provided significant general funds and greenhouse gas reduction funds that we administer to complement our core program funding.

224

00:22:54.160 --> 00:22:55.189  
Charles Smith (CEC): Next slide, please

225  
00:22:58.120 --> 00:23:06.559  
Charles Smith (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.

226  
00:23:06.560 --> 00:23:07.090  
Charles Smith (CEC): State.

227  
00:23:07.720 --> 00:23:18.249  
Charles Smith (CEC): Several years ago, we set a target which has since been enshrined in law that a minimum of 50% of program funding will go to projects that benefit these priority communities.

228  
00:23:18.630 --> 00:23:28.880  
Charles Smith (CEC): We also engage groups, including the disadvantaged Communities Advisory Group, and you all on the Advisory Committee for guidance on how to better tailor our investments to benefit priority communities.

229  
00:23:29.580 --> 00:23:38.840  
Charles Smith (CEC): We also recognize that just because a project is located in a disadvantaged community or low income community doesn't necessarily mean that the community benefits from the project.

230  
00:23:39.000 --> 00:23:44.909  
Charles Smith (CEC): So we're working to develop better methods and metrics to target investments that provide meaningful benefits.

231  
00:23:45.410 --> 00:23:46.120  
Charles Smith (CEC): Next slide

232  
00:23:50.330 --> 00:24:00.019  
Charles Smith (CEC): under AB 126, starting in January of next year. At least half of our program's funding must directly benefit or serve residents

233  
00:24:00.050 --> 00:24:02.670  
Charles Smith (CEC): of disadvantaged and low income communities

234  
00:24:03.340 --> 00:24:08.500

Charles Smith (CEC): per statute. Eligible programs and projects that meet this equity criteria

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00:24:08.600 --> 00:24:18.729

Charles Smith (CEC): include programs that fill the gaps in equitable distribution of light duty, charging infrastructure at low-income, residential and multi-unit dwelling locations.

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00:24:18.850 --> 00:24:24.050

Charles Smith (CEC): or that serve low-income customers who reside in disadvantaged and low income communities.

237

00:24:24.530 --> 00:24:30.329

Charles Smith (CEC): infrastructure deployment for public transportation school buses or other medium and heavy duty vehicles.

238

00:24:30.780 --> 00:24:37.189

Charles Smith (CEC): financing assistance and charging or fueling incentives for customers residing in disadvantaged and low income communities.

239

00:24:37.930 --> 00:24:44.800

Charles Smith (CEC): multilingual marketing education and outreach designed to increase awareness and adoption of clean mobility options

240

00:24:45.180 --> 00:24:51.000

Charles Smith (CEC): and programs that create high quality jobs related to supporting clean technologies in transportation.

241

00:24:51.520 --> 00:24:52.200

Charles Smith (CEC): Next slide.

242

00:24:54.540 --> 00:25:03.609

Charles Smith (CEC): better track these community benefits and equity criteria, CEC staff will collect and track metrics, not just on infrastructure deployment in priority areas

243

00:25:03.780 --> 00:25:06.970

Charles Smith (CEC): such as disadvantaged low income and tribal communities.

244

00:25:06.990 --> 00:25:19.059



Charles Smith (CEC): but also on the type of residences served the vehicle segments served, emission reductions, jobs created and related multilingual marketing, education and outreach on clean transportation.

245

00:25:19.550 --> 00:25:20.360

Charles Smith (CEC): Next slide.

246

00:25:23.410 --> 00:25:30.749

Charles Smith (CEC): With that context, I'll give a high level summary of how the CEC supports ZEV infrastructure through 3 broad buckets of activities.

247

00:25:31.040 --> 00:25:38.679

Charles Smith (CEC): 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

248

00:25:38.690 --> 00:25:41.780

Charles Smith (CEC): to meet our State's goals and regulatory requirements.

249

00:25:42.180 --> 00:25:49.970

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

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00:25:50.490 --> 00:25:54.860

Charles Smith (CEC): 3rd and this is what the core of the program has been doing for more than a

251

00:25:54.940 --> 00:26:01.329

Charles Smith (CEC): more than a decade. We provide grants and incentives to accelerate development and deployment of ZEV infrastructure.

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00:26:01.580 --> 00:26:07.799

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

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00:26:09.220 --> 00:26:15.459

Charles Smith (CEC): We'll provide a brief overview and highlights of some of our activities in these different areas. Now, next slide, please.

254

00:26:16.120 --> 00:26:19.750

Charles Smith (CEC): Starting with ZEV infrastructure, planning and analysis

255

00:26:20.020 --> 00:26:20.710

Charles Smith (CEC): Next slide.

256

00:26:22.660 --> 00:26:29.320

Charles Smith (CEC): This slide shows both EV charger and hydrogen station build out as of August and July 2024 respectively.

257

00:26:29.910 --> 00:26:36.450

Charles Smith (CEC): Today we estimate that there are about 152,000 public or shared private chargers operating in California.

258

00:26:36.920 --> 00:26:40.489

Charles Smith (CEC): of which 138,000 are level 2

259

00:26:40.530 --> 00:26:48.660

Charles Smith (CEC): and about 15,000 are direct current or DC. Fast chargers. Those exclude single family home chargers.

260

00:26:49.370 --> 00:26:55.439

Charles Smith (CEC): On the hydrogen side there are 44 public passenger vehicle refueling stations available for drivers

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00:26:55.930 --> 00:27:03.640

Charles Smith (CEC): counting 18 stations considered temporarily non-operational. There are 62 open retail stations.

262

00:27:03.970 --> 00:27:11.859

Charles Smith (CEC): There are also 4 public stations serving medium and heavy duty vehicles and 3 private stations serving transit bus operations.

263

00:27:12.780 --> 00:27:13.480

Charles Smith (CEC): Next slide

264

00:27:16.600 --> 00:27:27.430

Charles Smith (CEC): from today's approximately 152,000 chargers. We project the number of publicly accessible chargers needed to meet the goals and established regulations that I highlighted earlier.

265

00:27:28.140 --> 00:27:36.759

Charles Smith (CEC): our most recent AB 2127 analysis finds that the State will have approximately 7.1 million EVs. In 2030.

266

00:27:37.220 --> 00:27:42.360

Charles Smith (CEC): Those will require slightly more than 1 million chargers across a variety of locations.

267

00:27:43.390 --> 00:27:49.230

Charles Smith (CEC): This slide captures the number of public and workplace level 2 chargers needed by 2030 in blue.

268

00:27:49.350 --> 00:27:52.680

Charles Smith (CEC): and the number of DC. Fast chargers in Orange.

269

00:27:53.610 --> 00:28:00.019

Charles Smith (CEC): The analysis also explored other scenarios for charging, including a gas station model, as shown here on the right.

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00:28:00.590 --> 00:28:05.739

Charles Smith (CEC): This approach assumes a larger share of charging would be done at public fast chargers.

271

00:28:05.790 --> 00:28:19.350

Charles Smith (CEC): In this case the number of public or work sited level 2 chargers can decrease by about 400,000, but there would need to be a sizable increase in the number of DC. Fast chargers up to approximately 100,000, as shown here.

272

00:28:22.370 --> 00:28:35.729

Charles Smith (CEC): not shown here, by the way, are about 300,000 other level 2 chargers that will also be needed for multifamily housing by 2030. In both the base case and the gas station model.

273

00:28:37.310 --> 00:28:49.690

Charles Smith (CEC): We also perform analysis for medium and heavy duty vehicles, although I'm not showing those here those total numbers are smaller, about 115,000 in 2030, or 260,000 in 2035,

274

00:28:50.110 --> 00:28:55.399

Charles Smith (CEC): because there are fewer commercial vehicles, but they generally require higher power chargers.

275

00:28:55.620 --> 00:29:00.169

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

276

00:29:00.880 --> 00:29:01.630

Charles Smith (CEC): Slide.

277

00:29:02.170 --> 00:29:04.400

Patty Monahan: Can I interrupt for a second on that one?

278

00:29:04.490 --> 00:29:11.279

Patty Monahan: Go back that go back. So, folks, just the reason why we're showing the base case. And this gas station model is because

279

00:29:11.290 --> 00:29:14.550

Patty Monahan: we are considering more and more whether

280

00:29:14.900 --> 00:29:21.409

Patty Monahan: we should be using the gas station model to map out how many chargers we need.

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00:29:21.560 --> 00:29:28.420

Patty Monahan: And that assumes a lot more fast charging, basically. And we're we're what we're seeing like in

282

00:29:28.670 --> 00:29:30.900

Patty Monahan: in the real world is that

283

00:29:31.070 --> 00:29:35.440

Patty Monahan: you know, when you're on a road trip, you really want that fast charging, and a lot of the

284

00:29:36.070 --> 00:29:43.490

Patty Monahan: and people who live in multifamily dwellings where it's really inconvenient to have charging, or they just don't have charging.

285

00:29:44.860 --> 00:29:50.900

Patty Monahan: they're fast charging. And so, you know, we're we're really testing this one out, and we're going to be

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00:29:50.960 --> 00:29:55.329

Patty Monahan: having a more public process to test it out. So that's why we're showing these 2

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00:29:56.460 --> 00:29:58.099

Patty Monahan: so sorry to interrupt.

288

00:29:58.270 --> 00:29:59.679

Charles Smith (CEC): No, thank you, Commissioner.

289

00:30:00.090 --> 00:30:01.620

Charles Smith (CEC): Next slide. Please.

290

00:30:02.510 --> 00:30:05.350

Rev. Charles Dorsey: Is there a chance to talk more about that, or do we wait till the end.

291

00:30:06.825 --> 00:30:09.380

Charles Smith (CEC): I think we'll we'll get into

292

00:30:09.480 --> 00:30:14.349

Charles Smith (CEC): questions and comments about this set of slides

293

00:30:16.080 --> 00:30:17.590

Charles Smith (CEC): in about

294

00:30:18.810 --> 00:30:20.530

Charles Smith (CEC): 30 min or so.

295

00:30:20.770 --> 00:30:21.910

Charles Smith (CEC): If that's okay.

296

00:30:22.190 --> 00:30:25.239

Charles Smith (CEC): unless, Commissioner, you want to

297

00:30:25.300 --> 00:30:26.740

Charles Smith (CEC): broach it now. But.

298

00:30:28.588 --> 00:30:36.089

Patty Monahan: Yeah, Dr. Dorsey, our our thinking was to go through all the slides and then have time for comment to make sure that we can get through the slides.

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00:30:37.550 --> 00:30:40.280

Patty Monahan: I would say. Maybe if you have a quick, clarifying question.

300

00:30:40.510 --> 00:30:41.660

Rev. Charles Dorsey: No, I'm I'm.

301

00:30:41.660 --> 00:30:43.060

Patty Monahan: Might be better to wait.

302

00:30:43.742 --> 00:30:50.299

Rev. Charles Dorsey: Can I? Just can you just go back one slide so I can kinda solidify my question. Because after 30 min that question gonna be gone.

303

00:30:50.798 --> 00:30:52.292

Patty Monahan: I get that?

304

00:30:52.990 --> 00:30:56.749

Patty Monahan: I mean, if you want to ask a real quick question, Dr. Dorsey, why don't you go ahead.

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00:30:56.750 --> 00:30:59.570

Rev. Charles Dorsey: I'm always curious as to the

306

00:31:00.860 --> 00:31:04.360

Rev. Charles Dorsey: how the assessments integrate

307

00:31:04.470 --> 00:31:05.810

Rev. Charles Dorsey: the

308

00:31:06.530 --> 00:31:11.060

Rev. Charles Dorsey: like. In this. In every assessment there is an equity dilemma.

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00:31:11.630 --> 00:31:18.699

Rev. Charles Dorsey: and I'm just. I was just curious about if where that falls in the in, in the charging infrastructure assessment. So we can get back to that.

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00:31:18.700 --> 00:31:32.330

Patty Monahan: This is an equity dilemma. Let me ask. Answer that really quickly, and then I mean it won't. I won't answer it fully. And, Dr.

Dorsey. I'm happy to have a separate conversation with you about it, because it is a complicated question in that, you know, a lot of

311

00:31:32.360 --> 00:31:40.769

Patty Monahan: lower income families live in apartment buildings they rent. And so getting access to charging is a big problem. The older the building, the harder it is.

312

00:31:40.980 --> 00:31:48.520

Patty Monahan: You know, we're trying to build out charging at or near multifamily, residents. But sometimes they can be expensive and inconvenient.

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00:31:49.635 --> 00:31:50.430

Patty Monahan: For

314

00:31:51.340 --> 00:31:52.540

Patty Monahan: for charging.

315

00:31:52.550 --> 00:31:55.420

Patty Monahan: And and so then we think, okay.

316

00:31:55.820 --> 00:32:03.440

Patty Monahan: we'll need a lot more fast chargers for those families where it's not convenient for to have overnight charging.

317

00:32:03.640 --> 00:32:11.579

Patty Monahan: And but the trouble with fast charging is it costs more money costs more per kilowatt hour to charge at a fast charger.

318

00:32:11.680 --> 00:32:16.139

Patty Monahan: So there's equity issues with fast charging that are worrisome.

319

00:32:16.679 --> 00:32:19.739

Patty Monahan: Yeah, and we're we're, you know, we're we're like.

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00:32:20.830 --> 00:32:24.429

Patty Monahan: On the one hand, we want to make sure there's convenient refueling for everyone.

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00:32:24.550 --> 00:32:31.319

Patty Monahan: On the other hand, convenient refueling that's fast could be more expensive. And so then we have to think about. Well, how do you support families

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00:32:31.540 --> 00:32:37.319

Patty Monahan: who can't conveniently refuel at home have to use fast charging, but that means it's more expensive.

323

00:32:38.060 --> 00:32:50.920

Rev. Charles Dorsey: Yeah, I I promise I'm not getting into this, but in the in the model that you chose from where they put gas stations, how they price gas stations is still there like it was there before. You understand that

324

00:32:50.960 --> 00:32:58.239

Rev. Charles Dorsey: they pay the tax even, and that happens with charging stations as well, so I'm just. I'm interested in revisiting that. So anyway.

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00:32:58.240 --> 00:32:58.880

Patty Monahan: Appreciate that.

326

00:32:58.880 --> 00:33:03.019

Rev. Charles Dorsey: Thank you. Thank you. I was just, you know, trying to keep it in my head. Sorry about that.

327

00:33:03.360 --> 00:33:04.450

Patty Monahan: No, thank you.

328

00:33:05.090 --> 00:33:06.729

Patty Monahan: All right, Charles, back to you.

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00:33:07.740 --> 00:33:08.970

Charles Smith (CEC): Thank you for the question.

330

00:33:10.255 --> 00:33:11.110

Charles Smith (CEC): Yep.

331

00:33:11.160 --> 00:33:18.110

Charles Smith (CEC): We also do analyses of hydrogen. Refueling infrastructure needs for both passenger and larger commercial vehicles

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00:33:18.810 --> 00:33:27.970



Charles Smith (CEC): for light duty, passenger vehicles. Every year we work with California Air Resources Board, CARB, to assess the State's progress, deploying hydrogen refueling infrastructure

333

00:33:28.010 --> 00:33:33.599

Charles Smith (CEC): and its performance and suitability relative to the number of fuel cell vehicles operating in the State

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00:33:33.940 --> 00:33:47.110

Charles Smith (CEC): today's network of 44 operating stations is capable of supporting about 31,000 fuel cell electric vehicles, FCEVs based on the average performance of the network

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00:33:47.300 --> 00:33:56.090

Charles Smith (CEC): for commercial fuel cell vehicles. We recently completed our 1st SB 643. Assessment of the number of public refueling stations needed

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00:33:56.210 --> 00:33:58.460

Charles Smith (CEC): in 2030, and 2035,

337

00:33:58.590 --> 00:34:10.669

Charles Smith (CEC): we found a very wide variability in the projected fuel cell truck populations which corresponded to a wide range of projected future refueling station needs.

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00:34:11.100 --> 00:34:16.850

Charles Smith (CEC): We'll continue to update this analysis and track commercial offerings and adoption of fuel cell trucks.

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00:34:17.219 --> 00:34:24.009

Charles Smith (CEC): Right. Now we have 4 operating hydrogen stations, not including transit for medium and heavy duty vehicles.

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00:34:24.800 --> 00:34:34.159

Charles Smith (CEC): So these are some high level examples of the types of analyses we do. We then use these results to establish targets and to inform our funding in other programs?

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00:34:34.429 --> 00:34:47.899

Charles Smith (CEC): There's a lot more depth behind each of these, like several 100 page reports worth. So if there are any topics that you all are interested in, we would happily connect you with our staff after the meeting for a deeper dive

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00:34:48.980 --> 00:34:49.949

Charles Smith (CEC): next slide.

343

00:34:53.420 --> 00:35:00.069

Charles Smith (CEC): The second general category of activities we perform is developing regulations that improve the ZEV driver experience.

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00:35:00.330 --> 00:35:07.379

Charles Smith (CEC): As mentioned, this is somewhat of a newer area of activity for us, but something that we are seeing increased legislative interest. In

345

00:35:07.930 --> 00:35:09.310

Charles Smith (CEC): next slide, please.

346

00:35:12.970 --> 00:35:21.979

Charles Smith (CEC): We currently have 3 major rulemakings under development. The 1st regulation will require reporting on the number and types of EV chargers.

347

00:35:22.110 --> 00:35:34.570

Charles Smith (CEC): It also sets a requirement for a minimum of 97% uptime for publicly and or ratepayer funded chargers as well as a minimum of 90% successful charging attempt rate.

348

00:35:35.490 --> 00:35:42.199

Charles Smith (CEC): The second will address minimum payment method requirements for publicly accessible chargers that charge a fee for use

349

00:35:42.360 --> 00:35:45.590

Charles Smith (CEC): as well as requirements for communication standards.

350

00:35:46.260 --> 00:35:55.150

Charles Smith (CEC): And finally, we're preparing replacement tire efficiency standards that will save all drivers money and reduce tailpipe or upstream emissions

351

00:35:56.400 --> 00:35:57.130

Charles Smith (CEC): next slide.

352

00:35:58.960 --> 00:36:04.210

Charles Smith (CEC): I will now turn it over to Marissa Williams to share more about our funding program.

353

00:36:17.020 --> 00:36:19.090

Marissa Williams (CEC): All right. Thank you, Charles.

354

00:36:19.490 --> 00:36:29.300

Marissa Williams (CEC): Good morning. My name is Marissa Williams, and I'm the Supervisor of the Program Integration unit within the Fuels and Transportation Division here at the California Energy Commission.

355

00:36:29.660 --> 00:36:39.149

Marissa Williams (CEC): The last bucket of activities that we do is provide grants and incentives predominantly focused on accelerating deployment of 0 emission vehicle infrastructure.

356

00:36:39.290 --> 00:36:43.810

Marissa Williams (CEC): But we also fund manufacturing and workforce training and development activities.

357

00:36:44.260 --> 00:36:49.879

Marissa Williams (CEC): We also apply for and administer related Federal funding, which has been a significant

358

00:36:50.120 --> 00:36:54.789

Marissa Williams (CEC): which has been significant under the current administration, and a multiplier of our efforts.

359

00:36:54.990 --> 00:36:56.320

Marissa Williams (CEC): Next slide, please.

360

00:36:59.180 --> 00:37:05.180

Marissa Williams (CEC): We use different funding structures with different requirements and levels of oversight for different purposes.

361

00:37:05.310 --> 00:37:08.800

Marissa Williams (CEC): Broadly, much of our funding falls into 2 structures.

362

00:37:08.860 --> 00:37:12.739

Marissa Williams (CEC): targeted solicitations and block grant incentive programs.

363

00:37:13.330 --> 00:37:18.810

Marissa Williams (CEC): We have several block grant incentives based on the type of infrastructure or vehicle being served.

364

00:37:19.680 --> 00:37:23.099

Marissa Williams (CEC): This slide showcases our light duty block grants.

365

00:37:23.370 --> 00:37:27.279

Marissa Williams (CEC): These include the California electric vehicle, infrastructure project

366

00:37:27.290 --> 00:37:30.839

Marissa Williams (CEC): or CALeVIP and Communities in Charge.

367

00:37:31.510 --> 00:37:37.040

Marissa Williams (CEC): CALeVIP 2.0 is focused on deploying DC. Fast charging across the State.

368

00:37:37.350 --> 00:37:48.360

Marissa Williams (CEC): The most recent version of this program provided 68 million dollars over 2 funding windows and required that all projects be located in low income or disadvantaged communities.

369

00:37:49.160 --> 00:37:53.680

Marissa Williams (CEC): Meanwhile, communities in charge is focused on deploying level 2 chargers.

370

00:37:53.840 --> 00:38:02.750

Marissa Williams (CEC): This program has also provided 68 million dollars over 2 funding windows, all of which went to projects in low income or disadvantaged communities.

371

00:38:03.740 --> 00:38:08.700

Marissa Williams (CEC): We anticipate launching a 3rd funding window for communities in charge in the upcoming months.

372

00:38:09.500 --> 00:38:10.809

Marissa Williams (CEC): Next slide, please.

373

00:38:12.780 --> 00:38:17.839

Marissa Williams (CEC): We also have block grants focused on larger medium and heavy duty commercial vehicles.

374

00:38:18.470 --> 00:38:23.470

Marissa Williams (CEC): Our EnergIIZE program provides incentives for both charging and hydrogen projects

375

00:38:23.530 --> 00:38:29.590

Marissa Williams (CEC): with dedicated funding lanes and set aside funding for public school buses. Transit and drayage

376

00:38:30.320 --> 00:38:38.989

Marissa Williams (CEC): EnergIIZE is coordinated closely with the California Air Resources Board's hybrid and 0 emission truck and bus voucher, incentive project or HVIP.

377

00:38:39.190 --> 00:38:44.190

Marissa Williams (CEC): so applicants can get funding to offset the cost of both the vehicle and the infrastructure.

378

00:38:45.350 --> 00:38:54.129

Marissa Williams (CEC): 2024 is the 3rd year of EnergIIZE program, which has awarded roughly 130 million dollars across 250 projects.

379

00:38:54.600 --> 00:38:59.109

Marissa Williams (CEC): EnergIIZE has the funding authority for up to 544 million dollars.

380

00:38:59.890 --> 00:39:02.840

Marissa Williams (CEC): The project was designed with 4 funding lanes

381

00:39:02.960 --> 00:39:06.840

Marissa Williams (CEC): EV fast track for projects that are ready for infrastructure, deployment.

382

00:39:07.070 --> 00:39:09.830

Marissa Williams (CEC): a lane for hydrogen, refueling, infrastructure.

383

00:39:10.160 --> 00:39:13.380

Marissa Williams (CEC): EV jumpstart for equity qualified projects.

384

00:39:13.460 --> 00:39:16.590

Marissa Williams (CEC): and EV public charging for those seeking to construct

385

00:39:16.590 --> 00:39:18.260

Marissa Williams (CEC): Public EV charging stations.

386

00:39:19.260 --> 00:39:23.529

Marissa Williams (CEC): Application windows open quarterly each year. Starting with EV fast track.

387

00:39:23.570 --> 00:39:27.019

Marissa Williams (CEC): The EV Jumpstart Funding lane closed on September 10th

388

00:39:28.050 --> 00:39:33.750

Marissa Williams (CEC): Similarly, the 0 emission bus, 0 emission school bus and Infrastructure or ZESBI project

389

00:39:33.860 --> 00:39:37.819

Marissa Williams (CEC): is a joint block grant with CARB focused on replacing internal combustion

390

00:39:37.820 --> 00:39:45.430

Marissa Williams (CEC): Engine school buses owned by local educational agencies. With 0 emission school buses and supporting infrastructure.

391

00:39:46.280 --> 00:39:51.119

Marissa Williams (CEC): the project provides 125 million dollars specifically for infrastructure

392

00:39:51.150 --> 00:39:57.959

Marissa Williams (CEC): and prioritizes small or rural school districts and local educational agencies serving disadvantaged students.

393

00:39:58.720 --> 00:40:05.620

Marissa Williams (CEC): Grantees also have access to the CEC's Free Electric School bus Training Project for workforce training

394

00:40:05.690 --> 00:40:08.210

Marissa Williams (CEC): and to funding for technical assistance

395

00:40:09.130 --> 00:40:15.860

Marissa Williams (CEC): the year one ZESBI Joint application launched on May 14th and closed yesterday on September 30th

396

00:40:16.530 --> 00:40:17.839

Marissa Williams (CEC): Next slide. Please

397

00:40:20.510 --> 00:40:30.019

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.

398

00:40:30.780 --> 00:40:36.389

Marissa Williams (CEC): For example, we have issued multiple rounds of a multifamily housing, charging solicitation

399

00:40:36.790 --> 00:40:39.870

Marissa Williams (CEC): that has awarded around 67 million dollars

400

00:40:39.940 --> 00:40:46.810

Marissa Williams (CEC): to install approximately 6,500 chargers, more than 90% of which are in low income or disadvantaged communities.

401

00:40:46.840 --> 00:40:48.809

Marissa Williams (CEC): or at low income housing.

402

00:40:49.160 --> 00:40:55.080

Marissa Williams (CEC): The 3rd round of our multifamily housing charging solicitation is anticipated to be released later this fall.

403

00:40:56.380 --> 00:41:05.370

Marissa Williams (CEC): We also have multiple light duty, focused solicitations that we anticipate will release later this year, including the second iteration of our rural EV charging project.

404

00:41:05.440 --> 00:41:09.640

Marissa Williams (CEC): Since we see that charger deployments have continued to be slow in rural areas.

405

00:41:09.650 --> 00:41:16.990

Marissa Williams (CEC): and our urban community charging project which would target. The deployment of public stations in urban communities that don't have chargers.

406

00:41:18.160 --> 00:41:22.069

Marissa Williams (CEC): Other targeted solicitations are for hydrogen refueling infrastructure.

407

00:41:22.470 --> 00:41:33.339

Marissa Williams (CEC): CEC. Staffed a competitive grant solicitation on September 20th with availability of up to 15 million dollars in Grant funds for projects that will provide publicly available

408

00:41:33.350 --> 00:41:37.910

Marissa Williams (CEC): hydrogen refueling stations and support station operations and maintenance.

409

00:41:38.150 --> 00:41:42.150

Marissa Williams (CEC): The deadline for submission is January 15th 2025.

410

00:41:43.430 --> 00:41:48.180

Marissa Williams (CEC): There are also upcoming solicitations focused on medium and heavy duty infrastructure

411

00:41:48.530 --> 00:41:54.279

Marissa Williams (CEC): in July CEC. Staff proposed solicitations focused on commercial corridors and ports.

412

00:41:55.070 --> 00:42:03.709

Marissa Williams (CEC): The charging and refueling infrastructure for transport in California provided along targeted highway segments or CRITICAL PATHS 2.0

413

00:42:03.790 --> 00:42:12.249

Marissa Williams (CEC): was proposed for up to 30 million dollars to support medium and heavy duty, charging and hydrogen refueling projects along designated freight corridors.

414

00:42:12.650 --> 00:42:16.319

Marissa Williams (CEC): A solicitation for this project may be released later this month.

415

00:42:17.350 --> 00:42:27.450

Marissa Williams (CEC): Second, a solicitation for 0 emission port infrastructure was proposed for up to 40 million to fund the deployment of charging or hydrogen refueling infrastructure for California ports.

416

00:42:27.600 --> 00:42:31.009

Marissa Williams (CEC): This concept may be released as a solicitation in November.

417

00:42:32.470 --> 00:42:35.859



Marissa Williams (CEC): One other recent solicitation is for tribal communities.

418

00:42:36.010 --> 00:42:40.699

Marissa Williams (CEC): The tribal solicitation addresses barriers to 0 emission vehicles for tribes.

419

00:42:40.740 --> 00:42:43.749

Marissa Williams (CEC): including funding to install charging infrastructure.

420

00:42:43.860 --> 00:42:48.589

Marissa Williams (CEC): This solicitation is likely to have proposed awards announced later this month.

421

00:42:49.600 --> 00:43:02.699

Marissa Williams (CEC): We are also working on releasing additional solicitations this year and early next year, including for 3rd party implementers, to provide technical assistance to communities, organizations and other eligible entities

422

00:43:03.070 --> 00:43:06.919

Marissa Williams (CEC): to seek Federal and State funding for 0 emission vehicle infrastructure.

423

00:43:07.420 --> 00:43:18.079

Marissa Williams (CEC): technical assistance providers will assist in identifying grant opportunities, support successful application development and submittal and and support project implementation.

424

00:43:18.820 --> 00:43:20.180

Marissa Williams (CEC): Next, slide please.

425

00:43:20.440 --> 00:43:24.090

Patty Monahan: Can we hold off? I'm sorry. Can we go back? Sorry to be a

426

00:43:24.120 --> 00:43:30.149

Patty Monahan: I just want to emphasize a few things that Marissa said that are really focused on equity.

427

00:43:30.589 --> 00:43:42.050

Patty Monahan: I think the multifamily one, of course, that's fairly obvious and rural as well. But this urban community charging in urban

areas. I think some folks on this call may be interested in this one, and I'm

428

00:43:42.220 --> 00:43:50.959

Patty Monahan: to give you Dr. Dorsey and others who have talked about the need for kind of specialized grants for communities that

429

00:43:51.270 --> 00:43:56.959

Patty Monahan: struggle often to get grants, so that one is going to have some special

430

00:43:57.220 --> 00:44:05.790

Patty Monahan: accommodations, I would say, for community organizations and the technical assistance one as well. So just.

431

00:44:05.920 --> 00:44:27.729

Patty Monahan: we're listening. We're trying to tailor some of our grants to support community organizations that are really trying to deploy charging and finding it hard to get access to our grants. And I also want to highlight this tribal one. It's actually the 1st one in the entire Energy Commission that was focused just on tribal lands. And it was

432

00:44:28.030 --> 00:44:40.209

Patty Monahan: really popular. I mean, I haven't actually seen yet who is winning that one. But I was excited about that one as well. Because we're we're trying new things to ensure that we can really

433

00:44:42.170 --> 00:44:44.659

Patty Monahan: deploy our funds in a more equitable way.

434

00:44:44.800 --> 00:44:50.660

Patty Monahan: So, Marissa, I'll turn it back to you. But I just wanted to highlight those specific solicitations.

435

00:44:52.780 --> 00:44:53.800

Marissa Williams (CEC): Thank you, Commissioner.

436

00:44:55.960 --> 00:45:03.269

Marissa Williams (CEC): In addition to State funding, we are working to bring Federal funding to California and to administer it responsibly and effectively

437

00:45:03.520 --> 00:45:12.010

Marissa Williams (CEC): in partnership with Caltrans, we will offer 384 million dollars from the national electric vehicle vehicle infrastructure, or NEVI program.

438

00:45:12.280 --> 00:45:19.610

Marissa Williams (CEC): A solicitation for the 1st round of 40.5 million dollars was released last year, and awards were announced in June.

439

00:45:19.670 --> 00:45:24.010

Marissa Williams (CEC): Our second round solicitation is anticipated to be released later this fall

440

00:45:24.730 --> 00:45:30.909

Marissa Williams (CEC): at least 50% of NEVI funds will go to projects located in disadvantaged or low income communities.

441

00:45:31.830 --> 00:45:47.050

Marissa Williams (CEC): Again, in partnership with Caltrans, we received an additional 64 million dollars in funding through the EV charger reliability and accessibility accelerator or EVC RAA program to repair and replace non-operational chargers across the State.

442

00:45:47.230 --> 00:45:52.120

Marissa Williams (CEC): We anticipate the 1st solicitation for this program to also be released later. This fall.

443

00:45:52.570 --> 00:45:53.890

Marissa Williams (CEC): Next slide, please.

444

00:45:56.270 --> 00:46:03.029

Marissa Williams (CEC): We are also applying for funding through the US. Department of Transportation's charging and refueling infrastructure grant program.

445

00:46:03.440 --> 00:46:12.150

Marissa Williams (CEC): In August 2024 Caltrans and the Tri-state partnership with Caltrans. Oregon Department of transportation and Washington State DOT.

446

00:46:12.240 --> 00:46:19.539

Marissa Williams (CEC): We were awarded 102 million dollars for its West Coast truck charging and fueling corridor project.

447

00:46:19.830 --> 00:46:29.230

Marissa Williams (CEC): The project will deploy charging and hydrogen stations in California, Oregon, and Washington. To create an interstate charging and fueling network for 0 emission trucks.

448

00:46:29.560 --> 00:46:34.939

Marissa Williams (CEC): The CEC's role in this tri-state project is to administer California's portion of the project.

449

00:46:36.270 --> 00:46:47.319

Marissa Williams (CEC): Additionally, under the climate climate pollution reduction grants program. In July 2024, the U.S. EPA awarded 500 million to the South coast air quality management district

450

00:46:47.370 --> 00:46:50.290

Marissa Williams (CEC): for clean freight projects. In Southern California

451

00:46:50.790 --> 00:47:02.610

Marissa Williams (CEC): the grant is expected to fund more than a thousand chargers for medium and heavy duty vehicles. In addition to deploying 800 medium and heavy duty, clean vehicles and 18 electric locomotives.

452

00:47:03.250 --> 00:47:04.539

Marissa Williams (CEC): Next slide please.

453

00:47:06.920 --> 00:47:14.849

Marissa Williams (CEC): The clean transportation program. Grants have been invaluable in attracting companies to California, scaling growth in state and creating jobs.

454

00:47:15.230 --> 00:47:20.799

Marissa Williams (CEC): Today California has more than 60 commercial 0 emission vehicle related manufacturers in state

455

00:47:21.360 --> 00:47:29.200

Marissa Williams (CEC): last year the CEC. Awarded more than 197 million to 13 projects to expand or create manufacturing activities.

456

00:47:29.830 --> 00:47:36.639

Marissa Williams (CEC): The CEC also launched a battery and battery component related manufacturing block grant called PowerForward.

457

00:47:36.700 --> 00:47:38.980

Marissa Williams (CEC): which is being implemented by CALSTART

458

00:47:39.520 --> 00:47:44.530

Marissa Williams (CEC): on September 9th PowerForward announced nearly 44 million dollars in awards

459

00:47:44.620 --> 00:47:49.619

Marissa Williams (CEC): to 3 projects to increase the in-state manufacturing capacity for electric vehicle batteries.

460

00:47:50.140 --> 00:47:51.600

Marissa Williams (CEC): Next slide please

461

00:47:54.570 --> 00:48:03.170

Marissa Williams (CEC): to support 0 emission vehicle transportation. California will also need a strong and diverse workforce with the skills necessary to maintain and operate

462

00:48:03.310 --> 00:48:05.310

Marissa Williams (CEC): 0 emission vehicles and equipment.

463

00:48:05.860 --> 00:48:15.590

Marissa Williams (CEC): The CEC is partnering with other State agencies, such as the California Workforce Development Board to support high quality jobs careers and workforce education and training.

464

00:48:16.100 --> 00:48:22.850

Marissa Williams (CEC): At the CEC's March 2024 business meeting Commissioners also approved a 3 million dollar interagency agreement

465

00:48:22.870 --> 00:48:29.589

Marissa Williams (CEC): with the employment training panel to fund, electric vehicle infrastructure training program or EVITP training

466

00:48:29.660 --> 00:48:36.130

Marissa Williams (CEC): and certification for 3,000 electricians to help support the rapid deployment of charging infrastructure.

467

00:48:36.960 --> 00:48:44.359

Marissa Williams (CEC): Recent 0 emission vehicle workforce training and development projects have focused on training and awareness for high school students.

468

00:48:44.420 --> 00:48:50.880

Marissa Williams (CEC): college students, community college faculty school district technicians, tribal communities and others.

469

00:48:52.140 --> 00:48:58.410

Marissa Williams (CEC): In June CEC. Staff released their inaugural 0 emission vehicle workforce training and development strategy

470

00:48:58.510 --> 00:49:03.889

Marissa Williams (CEC): that defines CEC's vision for 0 emission vehicle workforce development goals and objectives.

471

00:49:04.300 --> 00:49:12.669

Marissa Williams (CEC): While the formal comment period for the workforce strategy is closed. We welcome feedback on the strategy as staff aim to publish a revised strategy. By the end of the year.

472

00:49:13.560 --> 00:49:14.849

Marissa Williams (CEC): Next slide, please

473

00:49:17.110 --> 00:49:25.630

Marissa Williams (CEC): across all our investments and efforts. We are committed to ensuring that funding and project benefits flow to low income and disadvantaged communities across the State.

474

00:49:25.760 --> 00:49:37.889

Marissa Williams (CEC): As Charles shared earlier this morning, at least 50% of the CEC's clean transportation program funding must directly benefit or serve. Residents of disadvantaged and low-income communities and low-income Californians.

475

00:49:38.510 --> 00:49:43.859

Marissa Williams (CEC): as of July 2024, 63% of clean transportation program funds

476

00:49:43.910 --> 00:49:48.410

Marissa Williams (CEC): have gone to projects located in low income or disadvantaged communities.

477

00:49:48.730 --> 00:49:54.250

Marissa Williams (CEC): the 63% excludes certain projects for which we do not yet know the specific site address.

478

00:49:55.340 --> 00:50:00.009

Marissa Williams (CEC): moving forward. In addition to tracking projects deployed in priority areas.

479

00:50:00.020 --> 00:50:05.729

Marissa Williams (CEC): CEC staff intend to track community benefits and equity criteria as outlined in AB 126,

480

00:50:05.870 --> 00:50:17.169

Marissa Williams (CEC): including investments that fill gaps in the equitable distribution of light duty, charging infrastructure and infrastructure deployment for public transportation, school buses and other medium and heavy duty vehicles

481

00:50:17.930 --> 00:50:19.270

Marissa Williams (CEC): next slide, please.

482

00:50:21.360 --> 00:50:27.559

Marissa Williams (CEC): All right. Well, I will now turn it back over to Charles to facilitate a question and answer session for the advisory committee members.

483

00:50:35.930 --> 00:50:37.780

Charles Smith (CEC): Okay, thank you. Marissa.

484

00:50:39.040 --> 00:50:45.149

Charles Smith (CEC): All right. Yeah, we're pausing here for any questions from our advisory committee members on what they've heard so far.

485

00:50:45.400 --> 00:50:52.410

Charles Smith (CEC): we're next be getting into our revised draft investment plan update and funding allocations. But

486

00:50:52.420 --> 00:51:06.430

Charles Smith (CEC): before we do that we wanted to give advisory committee members an opportunity for questions, and if there's anything that we don't have the answer to on hand, we can flag the question as something to follow up with you on individually after the workshop.

487

00:51:07.320 --> 00:51:13.459

Charles Smith (CEC): So do any advisory committee members have questions for staff on any of the topics presented thus far

488

00:51:13.540 --> 00:51:28.150

Charles Smith (CEC): before we get into the main investment plan discussion for those in the room. Just feel free to raise a hand for those on zoom. Please use the raise hand function again. This is questions from the Advisory Committee members only at this point.

489

00:51:33.880 --> 00:51:36.356

Charles Smith (CEC): Okay, I see a number of hands.

490

00:51:40.030 --> 00:51:42.149

Charles Smith (CEC): see? I think.

491

00:51:42.300 --> 00:51:47.149

Charles Smith (CEC): Vanessa, I think yours came to the top of the queue. Do you want to unmute and please go ahead.

492

00:51:47.840 --> 00:52:01.989

Vanessa Warheit (she/her), EVCAC: Sure. Thank you, Vanessa Warheit, from the EV. Charging for all coalition. I was curious. My understanding is that the communities in charge funding and other funding that goes to multifamily. Housing in particular

493

00:52:02.240 --> 00:52:07.080

Vanessa Warheit (she/her), EVCAC: is not allowed to be used for

494

00:52:07.190 --> 00:52:10.970

Vanessa Warheit (she/her), EVCAC: private, and I'm putting that in air quotes because

495

00:52:12.280 --> 00:52:16.950

Vanessa Warheit (she/her), EVCAC: private by private. What I mean is private to the end, user

496

00:52:17.484 --> 00:52:27.700

Vanessa Warheit (she/her), EVCAC: versus public, which I'm putting in air quotes, which is generally privately controlled by a corporation and then sold publicly as a commercial

497

00:52:27.940 --> 00:52:33.399

Vanessa Warheit (she/her), EVCAC: entity. I'm curious if private with those definitions

498

00:52:34.100 --> 00:52:38.920

Vanessa Warheit (she/her), EVCAC: is allowed under communities in charge, so could, for instance, a



499

00:52:39.030 --> 00:52:46.700

Vanessa Warheit (she/her), EVCAC: affordable housing developer apply for funding and deliver charging

500

00:52:46.750 --> 00:53:05.110

Vanessa Warheit (she/her), EVCAC: that was then paid for directly by their residents to the utility. But but use that money to install the charging infrastructure do the trenching whatever is needed, so that those low income residents now have access to charging at the same regulated utility rates as their wealthier neighbors. Next door?

501

00:53:08.830 --> 00:53:09.469

Vanessa Warheit (she/her), EVCAC: Thanks, guys.

502

00:53:09.470 --> 00:53:11.530

Charles Smith (CEC): That question.

503

00:53:12.500 --> 00:53:12.899

Charles Smith: I think.

504

00:53:12.900 --> 00:53:14.790

Charles Smith (CEC): Think that I don't have the

505

00:53:15.290 --> 00:53:19.210

Charles Smith (CEC): getting a lot of feedback. I don't have a.

506

00:53:21.370 --> 00:53:21.940

Charles Smith: And

507

00:53:23.760 --> 00:53:26.362

Charles Smith: is that better?

508

00:53:27.230 --> 00:53:28.779

Patty Monahan: Yeah, something's happening where the.

509

00:53:28.780 --> 00:53:30.669

Charles Smith: Yeah, for one second

510

00:53:37.370 --> 00:53:38.639

Charles Smith: is this, is it better?

511

00:53:42.300 --> 00:53:50.159

Patty Monahan: No, it still sounds strange. Yeah. I don't know what's going on in the room. It's funny because you were fine when you were talking before Charles, and then something happened.

512

00:53:54.040 --> 00:53:56.430

Charles Smith (CEC): User error, my apologies, everybody.

513

00:53:56.730 --> 00:53:58.570

Patty Monahan: Oh, there we go! That's better. Oh, great!

514

00:53:59.680 --> 00:54:01.419

Charles Smith (CEC): Problem was right in front of me.

515

00:54:04.300 --> 00:54:26.090

Charles Smith (CEC): thank you, Vanessa, for your question. I do not have a specific insight into that detail of the communities in charge program, but I know that we'd be more than happy to look into that. And we can probably find an answer during hopefully during the course of this meeting, and if not more than happy, to follow up with you on that.

516

00:54:26.670 --> 00:54:34.260

Vanessa Warheit (she/her), EVCAC: Great. Thank you, and I'm sure it was obvious from the way I posed the question, but we strongly advocate for making those funds available

517

00:54:34.270 --> 00:54:38.779

Vanessa Warheit (she/her), EVCAC: for that kind of equitable access to residents of multifamily and

518

00:54:38.960 --> 00:54:41.269

Vanessa Warheit (she/her), EVCAC: affordable housing. Thank you.

519

00:54:42.040 --> 00:54:43.029

Charles Smith (CEC): Okay, thank you.

520

00:54:44.880 --> 00:54:46.930

Kris Peters (CEC IT): Harvey Vaughn you're

521

00:54:47.650 --> 00:54:50.129

Kris Peters (CEC IT): next in the queue in my list.

522

00:54:51.340 --> 00:54:52.266  
HARVEY VAUGHN: All right.

523

00:54:52.970 --> 00:55:01.390  
HARVEY VAUGHN: Harvey Vaughn, Bethel AME Church of San Diego. I have a couple of questions. One is regarding the grants

524

00:55:01.440 --> 00:55:03.890  
HARVEY VAUGHN: for technical assistance.

525

00:55:05.271 --> 00:55:08.939  
HARVEY VAUGHN: How do nonprofits access those grants

526

00:55:09.400 --> 00:55:12.089  
HARVEY VAUGHN: for technical assistance?

527

00:55:12.220 --> 00:55:16.100  
HARVEY VAUGHN: And then the other question I have. You may have answered this, but

528

00:55:16.210 --> 00:55:17.576  
HARVEY VAUGHN: it's regarding

529

00:55:18.330 --> 00:55:20.160  
HARVEY VAUGHN: grants for

530

00:55:20.210 --> 00:55:21.840  
HARVEY VAUGHN: multifamily.

531

00:55:22.180 --> 00:55:25.909  
HARVEY VAUGHN: for low income developments.

532

00:55:26.570 --> 00:55:28.929  
HARVEY VAUGHN: How and where?

533

00:55:29.460 --> 00:55:30.967  
HARVEY VAUGHN: Where would the

534

00:55:31.630 --> 00:55:33.809  
HARVEY VAUGHN: a nonprofit organization

535

00:55:34.808 --> 00:55:38.479

HARVEY VAUGHN: go to to access that? And is that available

536

00:55:38.710 --> 00:55:42.250

HARVEY VAUGHN: going forward? Or has the has the revenue for

537

00:55:42.400 --> 00:55:48.140

HARVEY VAUGHN: any grants for charging stations for multifamilies? Has that already been depleted?

538

00:55:48.350 --> 00:55:49.303

HARVEY VAUGHN: And then,

539

00:55:49.870 --> 00:55:56.820

HARVEY VAUGHN: a 3rd question I have is when we're saying low income or disadvantaged communities.

540

00:55:59.010 --> 00:56:00.690

HARVEY VAUGHN: where is that?

541

00:56:01.560 --> 00:56:07.299

HARVEY VAUGHN: The data? Are we looking at the HUD income guidelines for low income or some other

542

00:56:07.490 --> 00:56:08.940

HARVEY VAUGHN: metrics?

543

00:56:11.910 --> 00:56:14.680

Charles Smith (CEC): Thank you. 3 great questions.

544

00:56:14.690 --> 00:56:17.930

Charles Smith (CEC): Maybe. Could we go back to slide number 24,

545

00:56:18.410 --> 00:56:20.429

Charles Smith (CEC): we can have a visual on the

546

00:56:20.950 --> 00:56:22.890

Charles Smith (CEC): upcoming solicitations.

547

00:56:26.950 --> 00:56:38.459

Charles Smith (CEC): Thank you. So, starting off with technical assistance. So this solicitation has not been posted yet. We're expecting it to

548

00:56:38.580 --> 00:56:41.100

Charles Smith (CEC): within the next month or 2.

549

00:56:43.100 --> 00:56:51.420

Charles Smith (CEC): when it does post, we will be seeking applications for 3rd party technical assistance providers.

550

00:56:51.520 --> 00:56:52.760

Charles Smith (CEC): And then.

551

00:56:52.940 --> 00:56:56.300

Charles Smith (CEC): once we execute an agreement with that

552

00:56:56.850 --> 00:56:58.970

Charles Smith (CEC): that or those multiple

553

00:56:59.770 --> 00:57:06.620

Charles Smith (CEC): technical assistance providers. We'll work with them on developing a process for figuring out

554

00:57:06.650 --> 00:57:08.050

Charles Smith (CEC): how they will

555

00:57:08.310 --> 00:57:13.770

Charles Smith (CEC): advertise and market their technical assistance opportunities

556

00:57:13.800 --> 00:57:18.939

Charles Smith (CEC): to community organizations, how they can

557

00:57:19.440 --> 00:57:29.229

Charles Smith (CEC): assist community organizations in preparing their funding applications and completing funded projects.

558

00:57:29.410 --> 00:57:39.500

Charles Smith (CEC): So short answer is, the opportunity is not available yet, but it will be part of that technical assistance agreement that we develop

559

00:57:40.810 --> 00:57:53.329

Charles Smith (CEC): for multifamily, 19 million dollars is our proposed amount for an upcoming future solicitation. So those funds will be made available in the future.

560

00:57:55.970 --> 00:57:59.719

Charles Smith (CEC): and then who, if I'm recalling who

561

00:57:59.730 --> 00:58:04.739

Charles Smith (CEC): sets the definition or metrics for low income.

562

00:58:05.700 --> 00:58:12.719

Charles Smith (CEC): I believe we use the same definition as CARB does for their priority populations mapping

563

00:58:13.107 --> 00:58:18.669

Charles Smith (CEC): but off the top of my head I don't recall what the threshold is that CARB uses.

564

00:58:18.720 --> 00:58:21.870

Charles Smith (CEC): or that priority populations map.

565

00:58:23.140 --> 00:58:24.770

Charles Smith (CEC): CalEPA data?

566

00:58:25.130 --> 00:58:26.270

Charles Smith (CEC): Thank you, Sydney.

567

00:58:27.710 --> 00:58:28.580

Charles Smith (CEC): Appreciate it.

568

00:58:28.900 --> 00:58:29.790

Patty Monahan: Reiterate, which.

569

00:58:29.790 --> 00:58:30.970

HARVEY VAUGHN: Access that data.

570

00:58:30.970 --> 00:58:31.510

Patty Monahan: This is.

571

00:58:32.400 --> 00:58:33.240

HARVEY VAUGHN: Sorry.

572

00:58:33.480 --> 00:58:39.120

Patty Monahan: Yeah, just to reiterate what Charles was saying, like, these are set in statute, low income and disadvantaged communities.

573

00:58:39.763 --> 00:58:43.879

Patty Monahan: And so that's why we use those terms. I know those terms.

574

00:58:43.900 --> 00:58:51.739

Patty Monahan: especially the term disadvantaged community can be, you know, kind of offensive, and I apologize for the terminology, but it's a legal term set in statute.

575

00:58:57.560 --> 00:59:01.279

HARVEY VAUGHN: Where those numbers? Where can we access those numbers? Please.

576

00:59:04.160 --> 00:59:04.890

Charles Smith (CEC): The

577

00:59:05.120 --> 00:59:09.030

Charles Smith (CEC): CalEnviroScreen is where you could access the

578

00:59:09.070 --> 00:59:13.450

Charles Smith (CEC): the low income data and thresholds. If that's what you're asking.

579

00:59:15.510 --> 00:59:18.090

HARVEY VAUGHN: Yes. Will you put that in the chat? Please.

580

00:59:18.930 --> 00:59:22.900

Charles Smith (CEC): Yeah, we can find an appropriate link for that and put it into the chat. Thank you.

581

00:59:22.900 --> 00:59:23.600

HARVEY VAUGHN: Thanks.

582

00:59:28.150 --> 00:59:34.169

Kris Peters (CEC IT): All right. Next in the queue is Nick Blair of ACWA Nick, please go ahead.

583

00:59:34.660 --> 00:59:41.280

Nick Blair, ACWA: Yeah. Good morning. Thanks for the opportunity to speak. You can. Actually, if you could stay on that targeted solicitation slide.

584

00:59:42.168 --> 00:59:50.789

Nick Blair, ACWA: I I was just curious. Along as far as within those various targeted solicitations.

585

00:59:50.800 --> 00:59:57.020

Nick Blair, ACWA: will there be a specific carve out for medium and heavy duty fleets? I realize that that might be more

586

00:59:57.090 --> 01:00:08.120

Nick Blair, ACWA: prevalent for some than others. Just, for example, I could see that playing a role in the rural, potentially urban hydrogen and technical assistance solicitations. Is that

587

01:00:08.550 --> 01:00:15.789

Nick Blair, ACWA: a consideration? Is there a specific carve out for medium and and heavy duty in those? And what that might look like.

588

01:00:17.720 --> 01:00:22.199

Charles Smith (CEC): I don't know that these particular solicitations have

589

01:00:22.280 --> 01:00:27.549

Charles Smith (CEC): carve outs for medium and heavy duty, or that they necessarily are

590

01:00:27.800 --> 01:00:40.659

Charles Smith (CEC): written with medium and heavy duty in mind. I do think that we have another set of funding opportunities that we will be developing with MDHD Applications in mind.

591

01:00:41.910 --> 01:00:49.289

Charles Smith (CEC): the EnergyIIZE funding opportunity certainly covers a lot of that territory, but I believe there may be others

592

01:00:49.320 --> 01:00:51.709

Charles Smith (CEC): under development as well.

593

01:00:58.820 --> 01:01:03.969



Charles Smith (CEC): We'd be happy to share more information about those with you, Nick, as well afterwards.

594

01:01:04.330 --> 01:01:06.069

Nick Blair, ACWA: Yes, yes, please. Thank you.

595

01:01:10.370 --> 01:01:12.399

Charles Smith (CEC): Beverly Greene. Please go ahead.

596

01:01:12.870 --> 01:01:21.500

Beverly Greene: Hello! Thank you. I have 2 quick questions and 2 comments on slide 25. You mentioned replacement of non operational status.

597

01:01:22.020 --> 01:01:29.379

Beverly Greene: Stations. So how fast will that occur, and what entities are eligible for that

598

01:01:30.843 --> 01:01:33.909

Beverly Greene: to help with the non operating stations.

599

01:01:33.910 --> 01:01:34.550

Charles Smith (CEC): Yes.

600

01:01:34.750 --> 01:01:37.179

Charles Smith (CEC): yeah, I think we should be

601

01:01:37.460 --> 01:01:45.029

Charles Smith (CEC): targeting, maybe this month that that funding opportunity will be released by us.

602

01:01:45.070 --> 01:01:52.100

Charles Smith (CEC): And then there's already a list of stations that will be targeted.

603

01:01:53.600 --> 01:02:00.089

Charles Smith (CEC): is provided in some of our our older workshops. On developing this EVC RAA program.

604

01:02:02.580 --> 01:02:04.729

Charles Smith (CEC): but then it, after

605

01:02:04.770 --> 01:02:09.549

Charles Smith (CEC): releasing the solicitation, there'll be time for applicants to

606

01:02:10.750 --> 01:02:14.319

Charles Smith (CEC): submit their applications. We'll need to evaluate them

607

01:02:14.370 --> 01:02:25.410

Charles Smith (CEC): and then make awards based on that. So it still is likely to be into next calendar year before we are make

608

01:02:26.430 --> 01:02:29.589

Charles Smith (CEC): executing the funding agreements for that solicitation.

609

01:02:30.170 --> 01:02:40.110

Beverly Greene: Okay. Well, I will just say here with humor, but not really. I hope one of them includes the EVgo station near in the-- in the whole foods near my neighborhood.

610

01:02:40.400 --> 01:02:46.010

Beverly Greene: and then moving on to slide 24, the hydrogen refueling stations

611

01:02:46.180 --> 01:02:55.759

Beverly Greene: my former agency, AC Transit, had, there was a side for heavy vehicles for the buses, and then also there was a side for

612

01:02:55.770 --> 01:03:07.419

Beverly Greene: regular regular commuter cars, and I think that I just want to support that effort. It's really really important for there to be options for people who want to

613

01:03:07.510 --> 01:03:21.680

Beverly Greene: move towards 0 emission. So I just want to give you a plus and shout out for that. And then online on slide 28. I also, my former agency is actually announcing.

614

01:03:22.070 --> 01:03:26.176

Beverly Greene: they're launching the 0 Emission Bus University

615

01:03:27.230 --> 01:03:52.359

Beverly Greene: program with the local community college, where actually, the mechanics are eligible for an associate of Arts degree in that. And

then my current agency. Santa Clara VTA is also developing a program with community colleges to help move people toward the new 0. Emission needs that we'll be facing. Thank you.

616

01:03:53.550 --> 01:03:54.919

Charles Smith (CEC): Fantastic. Thank you.

617

01:03:58.110 --> 01:04:00.550

Charles Smith (CEC): Bill Magavern. I see your hand next.

618

01:04:03.520 --> 01:04:11.619

Bill Magavern: Thanks. My question is about level one charging. I completely agree with Patty's comment that on road trips

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01:04:11.750 --> 01:04:14.240

Bill Magavern: people want fast charging

620

01:04:14.260 --> 01:04:23.950

Bill Magavern: at the other end of the spectrum for daily use. A lot of our needs can be met by level, one charging and at at really relatively low cost.

621

01:04:24.070 --> 01:04:29.480

Bill Magavern: So what sort of support is CEC. Providing or planning to provide

622

01:04:29.500 --> 01:04:34.280

Bill Magavern: for installation of level one charging especially at multifamily housing.

623

01:04:41.810 --> 01:04:44.840

Charles Smith (CEC): Apologies. I don't know off the top of my head what the

624

01:04:45.280 --> 01:04:53.030

Charles Smith (CEC): eligibility requirements will be for that tranche of multifamily charging.

625

01:04:56.560 --> 01:05:09.439

Charles Smith (CEC): I see others also have interest in that question. So maybe that's something that we can again look into and try to provide an answer later in the workshop or follow up with you. Offline afterwards.

626

01:05:10.230 --> 01:05:16.140

Bill Magavern: Okay, thank you. I did include in my written comments earlier this year. So I would appreciate the follow up.

627

01:05:16.900 --> 01:05:18.109

Charles Smith (CEC): Great. Thank you.

628

01:05:20.370 --> 01:05:23.529

Charles Smith (CEC): Sam Wilson. Your hand is up next.

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01:05:25.410 --> 01:05:32.629

Sam Wilson: Yeah, thanks, Sam Wilson, from UCS. So my more of a comment than a question. And and it may be a little nitpicky. So

630

01:05:32.740 --> 01:05:42.449

Sam Wilson: you know, bear with me here. But I noticed on the I believe, the second slide after our introductions that showed California 0 emission goals.

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01:05:42.470 --> 01:05:47.305

Sam Wilson: One quite important goal was missing from that

632

01:05:48.553 --> 01:06:10.489

Sam Wilson: from that slide, and that would be our 100% medium and heavy duty ZEV sales by 2036. So I see that. You know we have the 2045 goal of in use. For MHDV. But I do think that you know, meeting that 2036 goal.

633

01:06:10.960 --> 01:06:17.839

Sam Wilson: Well, I should say that that CEC's work is vital to getting us to that point.

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01:06:18.247 --> 01:06:27.779

Sam Wilson: You know, we've we've started seeing the the rise in medium and heavy duty ZEV sales in California. I think we're around 11%,

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01:06:27.830 --> 01:06:36.810

Sam Wilson: 11% of cargo vans and about just over 3% of Tractors registered new tractors registered in the State last year were ZEVs.

636

01:06:37.212 --> 01:06:49.019

Sam Wilson: So we're getting towards that goal. The, you know, the investments in medium and heavy duty. Charging is is key to getting us there. So just wanted to get that on the record and make sure we're keeping

637

01:06:49.050 --> 01:06:54.109

Sam Wilson: that really important date of 2036 top of mind as we discuss

638

01:06:54.370 --> 01:06:55.920

Sam Wilson: funding today.

639

01:06:56.150 --> 01:06:57.050

Sam Wilson: Thank you.

640

01:06:57.970 --> 01:07:00.610

Kris Peters (CEC IT): Thank you for for raising that, Sam.

641

01:07:01.610 --> 01:07:05.319

Kris Peters (CEC IT): Next in the queue. I have Laura Renger.

642

01:07:06.020 --> 01:07:16.909

Laura Renger: Hi, thank you, Laura Renger, CalETC, I just wanted to second Bill's question. So if you could please include me as well on the response regarding level one charging

643

01:07:17.476 --> 01:07:26.640

Laura Renger: and then also just wanted to note on the slide that shows the current funding opportunities. I believe it is.

644

01:07:26.970 --> 01:07:29.599

Laura Renger: Let's see, slide

645

01:07:30.200 --> 01:07:32.480

Laura Renger: 22 and 23.

646

01:07:33.322 --> 01:07:35.520

Laura Renger: We. The only

647

01:07:35.760 --> 01:07:52.050

Laura Renger: opportunity that's available right now is communities in charge, and Cal CALeVIP-- and 1.0 is obviously closed, but so is 2.0, and then even with medium and heavy duty on the next slide ZESBI is

648

01:07:52.050 --> 01:08:18.570

Laura Renger: closed, and I guess my concern or question is, when is the right time for us to talk about how we structure the funding so that we

don't have this same start and stop, because that's really wreaking havoc on the market and on the industry to have these great programs. But then they close, and especially for newer entrants into the market. We represent a lot of some of the smaller charging companies as well.

649

01:08:18.609 --> 01:08:25.209

Laura Renger: and they get really thrown and their investors get thrown when the programs open and then

650

01:08:25.399 --> 01:08:39.379

Laura Renger: close before you know, without continuity. So I guess a comment and a question, because it would be really great if we could figure out a way to ensure that there's more of a durable, reliable funding source to send the signals to the market.

651

01:08:39.752 --> 01:08:42.490

Laura Renger: That we need that the State will be

652

01:08:42.550 --> 01:08:45.229

Laura Renger: supporting with the right level of funding.

653

01:08:46.450 --> 01:08:49.240

Patty Monahan: Charles, let me take this one because I've been in talks with

654

01:08:49.790 --> 01:09:07.710

Patty Monahan: the folks handling those programs about this. We've gotten this comment from others, Laura and I'm we're taking it to heart around, you know. More consistency and timing. And what we've been told is, even if the amount is small, to have a consistent window is really helpful to the grantee community. So that's something

655

01:09:07.710 --> 01:09:22.309

Patty Monahan: we're just. You know. I've been hearing this more frequently recently. And so we're looking forward to. How do we do this going forward? Given the fact that there is a significant amount of uncertainty, as we all know every year.

656

01:09:22.390 --> 01:09:27.909

Patty Monahan: we don't know until August really, what's the what, the what our budget is going to be.

657

01:09:28.029 --> 01:09:35.539

Patty Monahan: and we have some indications in January with the Governor's proposed budget. But really, you know, this is a negotiation between the legislature and the governor's office

658

01:09:35.590 --> 01:09:36.370

Patty Monahan: and

659

01:09:37.260 --> 01:09:46.600

Patty Monahan: and so there's always funding uncertainty. We do have the 100 million per year that is fixed. So we're not. We don't oops. I'm sorry I realized I didn't have my video on

660

01:09:48.120 --> 01:09:49.149

Patty Monahan: But that

661

01:09:49.479 --> 01:09:54.509

Patty Monahan: is something we're taking more to heart around. How do we provide more consistency with our

662

01:09:54.820 --> 01:09:57.700

Patty Monahan: with our grant programs

663

01:09:58.010 --> 01:10:01.090

Patty Monahan: that are run out of CSE and CALSTART.

664

01:10:09.890 --> 01:10:11.080

Charles Smith (CEC): Thank you, Commissioner.

665

01:10:11.480 --> 01:10:15.579

Charles Smith (CEC): Next in the queue. I have Michael Pimentel.

666

01:10:16.350 --> 01:10:17.380

Charles Smith (CEC): Please go ahead.

667

01:10:18.470 --> 01:10:23.819

Michael Pimentel, California Transit Association: Alright, thank you, folks. So I did have a quick question on Slide 24,

668

01:10:24.010 --> 01:10:29.020

Michael Pimentel, California Transit Association: and specifically the the list of those targeted funding opportunities.

669

01:10:29.060 --> 01:10:36.790

Michael Pimentel, California Transit Association: I just want to get some clarity on the fiscal years that supported those solicitations may have been said at some point during the presentation I missed.

670

01:10:36.800 --> 01:10:42.949

Michael Pimentel, California Transit Association: I would assume it's from the previous fiscal year, but can CEC staff clarify.

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01:10:43.850 --> 01:10:53.419

Charles Smith (CEC): Yes, happy to. So you're correct. All of the funds mentioned here are from previous fiscal years

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01:10:53.650 --> 01:10:54.920

Charles Smith (CEC): for our

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01:10:55.070 --> 01:11:03.670

Charles Smith (CEC): for our core program. We do not spend any funds until we have an adopted investment plan for that applicable fiscal year.

674

01:11:03.960 --> 01:11:05.270

Michael Pimentel, California Transit Association: Much appreciated.

675

01:11:05.340 --> 01:11:09.269

Michael Pimentel, California Transit Association: And then another question I had regarding

676

01:11:09.530 --> 01:11:15.280

Michael Pimentel, California Transit Association: the EnergyIIIZE program, and this is more, I think, an observation and consideration for

677

01:11:15.420 --> 01:11:25.100

Michael Pimentel, California Transit Association: any future year support for the program. One of the things I've observed for California transit agencies is that there's been a bit of a slow, slow drawdown on

678

01:11:25.240 --> 01:11:31.479

Michael Pimentel, California Transit Association: the EnergyIIIZE money specifically the transit set aside. I think there's something like 10 million dollars of capacity

679

01:11:31.570 --> 01:11:45.799

Michael Pimentel, California Transit Association: still left in that program. I would stipulate that the capacity in that program does not



necessarily speak to demand for funding for EV and hydrogen infrastructure for for buses, a lot of demand out there.

680

01:11:45.900 --> 01:11:51.869

Michael Pimentel, California Transit Association: And so that suggests to me that perhaps there is a challenge in program design or requirements.

681

01:11:52.010 --> 01:12:06.949

Michael Pimentel, California Transit Association: And so one thing I would encourage is if we can help facilitate some engagement at the CEC. Level with the transit agencies to better understand why it is. They've not taken advantage of those dollars. Because, again, I don't believe it's a lack of demand.

682

01:12:07.010 --> 01:12:19.459

Michael Pimentel, California Transit Association: There's likely something about the program that has prevented some agencies from taking advantage of it would be good to get that rectified for future years. Make sure that we're adequately using the resources that are provided. Thank you.

683

01:12:22.250 --> 01:12:23.120

Charles Smith (CEC): Thank you, Michael.

684

01:12:23.120 --> 01:12:30.540

Patty Monahan: Can I take that one, too, Charles? Just really quickly, Michael? I think it might be helpful to engage you on this, because

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01:12:31.913 --> 01:12:41.879

Patty Monahan: you're making a really good point, and it's something we also have struggled with. Why is why is there under subscription for the transit buses? We're also experiencing that with drayage which is concerning

686

01:12:42.458 --> 01:12:53.889

Patty Monahan: but with transit. My, our operating theory is honestly that there's so much money flowing federally and through. Cal, you know, CalSTA, Caltrans, that the money we have

687

01:12:54.090 --> 01:12:58.470

Patty Monahan: is, you know, that transit districts are just going in that

688

01:12:58.900 --> 01:13:04.729

Patty Monahan: to the Federal funds that they know better how to access, but would love to. I don't want to belabor this

689

01:13:04.820 --> 01:13:08.390

Patty Monahan: this meeting on that, but would love to follow up with you directly on this question.

690

01:13:08.390 --> 01:13:16.170

Michael Pimentel, California Transit Association: Okay, yeah, let's have some follow up conversation. I would say that, you know, for certain agencies. Certainly the availability of Federal dollars or money

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01:13:16.330 --> 01:13:30.829

Michael Pimentel, California Transit Association: is maybe satisfying the need. But because most of those programs are provided on a competitive basis, certainly couldn't speak to all of the agencies and why they're not taking advantage of these dollars, so we'll keep that conversation for for another day. But thank you.

692

01:13:35.530 --> 01:13:39.320

Charles Smith (CEC): Thank you, Michael. Next we have Mars Wu

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01:13:39.770 --> 01:13:41.360

Charles Smith (CEC): Greenlining. Please go ahead.

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01:13:42.220 --> 01:13:49.499

Mars Wu, Greenlining (they/she): So much Mars Wu with Greenlining Institute. I have a clarifying question on the workforce training and development section.

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01:13:50.117 --> 01:13:55.520

Mars Wu, Greenlining (they/she): Maybe it's clarified in this upcoming draft. But my understanding from the last draft was that

696

01:13:55.840 --> 01:14:04.410

Mars Wu, Greenlining (they/she): there's an estimate of workforce demand in job years. But that's not translated into actual electrician numbers. So

697

01:14:04.762 --> 01:14:11.329

Mars Wu, Greenlining (they/she): my question is, do we have an estimation of what that workforce gap is needed to meet our charger installation needs?

698

01:14:11.460 --> 01:14:18.779

Mars Wu, Greenlining (they/she): And how will the 3,000 EVITP electricians, trained with interagency funding, contribute to meeting that gap.

699

01:14:22.820 --> 01:14:24.013

Charles Smith: Yeah, so.

700

01:14:28.310 --> 01:14:30.080

Charles Smith (CEC): That's twice sorry about that.

701

01:14:32.540 --> 01:14:38.850

Charles Smith (CEC): we are preparing an updated version of our workforce training and development strategy.

702

01:14:39.000 --> 01:14:44.000

Charles Smith (CEC): One of the components that we are trying to get at is assessing the

703

01:14:44.180 --> 01:14:47.739

Charles Smith (CEC): number of multiple types of

704

01:14:48.050 --> 01:14:57.620

Charles Smith (CEC): jobs that will be needed to support the State's charging infrastructure. Expectations. Under the AB 2127. Report, for instance.

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01:14:58.130 --> 01:15:03.729

Charles Smith (CEC): we are also, as you mentioned, pursuing that

706

01:15:04.390 --> 01:15:06.350

Charles Smith (CEC): employment training panel

707

01:15:06.740 --> 01:15:10.120

Charles Smith (CEC): agreement to expand EVITP training

708

01:15:10.410 --> 01:15:12.340

Charles Smith (CEC): within the State.

709

01:15:17.380 --> 01:15:25.379

Charles Smith (CEC): but yeah, for as to the specific number of jobs that we expect to need to train, I think that is something that we're still

710

01:15:25.480 --> 01:15:27.800

Charles Smith (CEC): looking forward to

711

01:15:27.990 --> 01:15:38.519

Charles Smith (CEC): working on kind of across multiple sectors of the industry. Certainly electricians will be one part of it, but

712

01:15:39.050 --> 01:15:40.870

Charles Smith (CEC): technicians

714

01:15:43.320 --> 01:15:50.040

Charles Smith (CEC): Sales and other administrative roles will also be important considerations as well.

715

01:15:58.518 --> 01:16:00.391

Charles Smith (CEC): I'd also mention that

716

01:16:00.960 --> 01:16:07.780

Charles Smith (CEC): we are still seeking feedback and comment on that draft workforce training and development strategy document.

717

01:16:08.110 --> 01:16:13.900

Charles Smith (CEC): so we'd be happy to follow up with you, Mars, with more information about that.

718

01:16:19.190 --> 01:16:26.729

Charles Smith (CEC): Next, I'm going to jump to an advisory committee member in the room. Teresa, would you like to go ahead, please?

719

01:16:27.230 --> 01:16:41.029

Teresa Bui: Thanks. So my question is on the targeted solicitation slide 24 under ports. Can you just clarify for port, infrastructure, charging, and hydrogen is shore power, an allowable

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01:16:41.190 --> 01:16:49.890

Teresa Bui: project, and then, just in terms of overall hydrogen. For all of these solicitation, can you remind me which definition are we using?

721

01:16:50.340 --> 01:16:51.200

Teresa Bui: Thanks?

722

01:16:52.500 --> 01:17:00.000

Charles Smith (CEC): Could you, could you reiterate that last point? Yeah, just like, in terms of the definition of hydrogen, are we?

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01:17:00.290 --> 01:17:02.129

Teresa Bui: Can you remind me which bill

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01:17:02.290 --> 01:17:05.270

Teresa Bui: or law we're using in terms of the definition.

725

01:17:05.800 --> 01:17:15.440

Charles Smith (CEC): So a lot of our guidance around funding allocation amounts for hydrogen stems from AB 126 of last year.

726

01:17:18.430 --> 01:17:20.220

Charles Smith (CEC): And then as for

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01:17:20.300 --> 01:17:21.990

Charles Smith (CEC): ports.

728

01:17:23.110 --> 01:17:26.359

Charles Smith (CEC): so that that includes shorepower, I think maybe we.

729

01:17:26.830 --> 01:17:32.919

Charles Smith (CEC): I'd like to research that with our our team and get back to you specifically. Thank you.

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01:17:37.440 --> 01:17:39.819

Charles Smith (CEC): Reverend Dorsey. I believe you're next.

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01:17:43.070 --> 01:17:44.490

Rev. Charles Dorsey: Yeah, thank you

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01:17:44.800 --> 01:17:49.799

Rev. Charles Dorsey: so much. I I probably have more questions than I get to ask.

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01:17:49.920 --> 01:17:53.300

Rev. Charles Dorsey: I'm just looking for the space to really have a conversation

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01:17:53.340 --> 01:17:58.109

Rev. Charles Dorsey: about 2 things, and you could stay on this slide.  
One of them is

735

01:17:58.330 --> 01:18:02.249

Rev. Charles Dorsey: the proposed amounts of. I said this. In our previous meeting.

736

01:18:02.882 --> 01:18:07.849

Rev. Charles Dorsey: There has to be some question about it, as it relates to proportion.

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01:18:08.000 --> 01:18:10.540

Rev. Charles Dorsey: It's because the meaningfulness

738

01:18:10.750 --> 01:18:22.819

Rev. Charles Dorsey: doesn't align like the articulated significance of it seems to not align with the actual proposed amount. So if it is something that is urgent and something of great concern, we should be able to clearly see that

739

01:18:22.870 --> 01:18:30.129

Rev. Charles Dorsey: in the actual proposals. And so I'm interested in where to have that conversation. That's not anything I necessarily need a response to.

740

01:18:30.798 --> 01:18:37.659

Rev. Charles Dorsey: But I do have questions about. So the thing that I want to ask about is

741

01:18:37.730 --> 01:18:38.880

Rev. Charles Dorsey: the

742

01:18:40.147 --> 01:18:45.230

Rev. Charles Dorsey: proposed modifications to the application process.

743

01:18:45.240 --> 01:18:58.009

Rev. Charles Dorsey: So I know that you said this, Commissioner. You use the word special accommodations, and I'm interested in if you have the permission. Or if this is the space.

744

01:18:58.170 --> 01:19:01.340

Rev. Charles Dorsey: to talk about what that really means.

745

01:19:01.370 --> 01:19:04.140

Rev. Charles Dorsey: you understand? Like in in the sense of

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01:19:05.898 --> 01:19:12.390

Rev. Charles Dorsey: your. So your solicitation process has always been a challenge

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01:19:12.560 --> 01:19:13.730

Rev. Charles Dorsey: for

748

01:19:15.375 --> 01:19:16.380

Rev. Charles Dorsey: the

749

01:19:16.670 --> 01:19:21.699

Rev. Charles Dorsey: even the subcontractors, like the the smaller organizations

750

01:19:21.900 --> 01:19:30.410

Rev. Charles Dorsey: can't get through competitively due to the traditional approach to the solicitation process. So have you guys had any conversation

751

01:19:30.620 --> 01:19:35.210

Rev. Charles Dorsey: about that? That's my, that's 1 of my questions. And my last question is.

752

01:19:36.040 --> 01:19:39.390

Rev. Charles Dorsey: when you're looking at technical assistance

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01:19:39.510 --> 01:19:43.620

Rev. Charles Dorsey: and tribal, and even multifamily.

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01:19:43.710 --> 01:19:48.049

Rev. Charles Dorsey: have you considered the have you considered locating?

755

01:19:48.110 --> 01:19:51.850

Rev. Charles Dorsey: Particularly as it relates to workforce development.

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01:19:52.240 --> 01:20:02.100

Rev. Charles Dorsey: though the access to those opportunities in the actual communities or facilities that support those communities. So, for example, have you guys

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01:20:02.689 --> 01:20:09.180

Rev. Charles Dorsey: considered hosting, mandating, actually, that if a training is going to be held

758

01:20:09.390 --> 01:20:17.220

Rev. Charles Dorsey: that a portion of that training actually occur in a facility that is inside of the community you're trying to reach.

759

01:20:22.650 --> 01:20:26.180

Rev. Charles Dorsey: Is my question clear, do I need to try to clarify.

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01:20:26.180 --> 01:20:44.329

Patty Monahan: I'll I'll start. Maybe Charles can elaborate. I'm not sure if Charles has the ability, because since he's not in charge of these programs. But I will say, you know the technical assistance one. It's we we. There's going to be back and forth between the Energy Commission. Whoever

761

01:20:44.880 --> 01:20:50.689

Patty Monahan: either one or multiple entities that get that technical assistance. So there's some room for I think

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01:20:52.770 --> 01:20:57.769

Patty Monahan: negotiation, maybe, is the best way to put it around. Will that be physically provided?

763

01:20:58.430 --> 01:21:00.760

Patty Monahan: Will it be remote?

764

01:21:00.830 --> 01:21:10.570

Patty Monahan: How will the provider alert the potential grantee community about this resource? How will the CEC do it as well?

765

01:21:10.910 --> 01:21:12.500

Patty Monahan: That.

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01:21:13.060 --> 01:21:21.409

Patty Monahan: I think, still needs to be worked out. And there's opportunity, I would say, for kind of shaping that technical assistance.

767

01:21:23.310 --> 01:21:37.490



Patty Monahan: when it comes to the amounts, I will say that you know we're trying something new, especially with this urban community charging community charging in urban areas something we haven't tried before. And

768

01:21:37.830 --> 01:21:43.300

Patty Monahan: this relates to like match and other requirements.

769

01:21:43.330 --> 01:21:46.600

Patty Monahan: that we are considering how to

770

01:21:46.730 --> 01:21:51.930

Patty Monahan: adjust, to ensure that a community organization that may lack

771

01:21:52.100 --> 01:21:58.899

Patty Monahan: financial resources, but does have some, you know, like in kind time, that they would put towards a project how to

772

01:21:59.720 --> 01:22:00.910

Patty Monahan: how to

773

01:22:01.575 --> 01:22:06.950

Patty Monahan: structure grants, so that those communities will have a better chance of getting access to funds.

774

01:22:06.990 --> 01:22:11.769

Patty Monahan: Our grants have to be competitive, the ones we manage in-house. It's a requirement by law.

775

01:22:11.810 --> 01:22:13.100

Patty Monahan: and so we are.

776

01:22:14.331 --> 01:22:17.379

Patty Monahan: You know, we have to follow that competitive

777

01:22:17.430 --> 01:22:19.450

Patty Monahan: solicitation requirement.

778

01:22:19.600 --> 01:22:30.019

Patty Monahan: But we're trying to structure at least this one. We're trying new things, and because it's not public yet I want to be careful not to get ahead of our team, and what I would say is.

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01:22:31.570 --> 01:22:35.599

Patty Monahan: that we, you know we will be announcing this

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01:22:35.870 --> 01:22:38.329

Patty Monahan: pretty soon. Next couple of months, I think.

781

01:22:38.360 --> 01:22:45.909

Patty Monahan: and at that point, of course, I can be more specific about what's in there. But what I would say is that we were conscientiously

782

01:22:46.230 --> 01:22:49.250

Patty Monahan: restructuring these. The amounts, I would say.

783

01:22:49.320 --> 01:22:52.820

Patty Monahan: As you know, Reverend Dr. Dorsey, our our.

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01:22:52.950 --> 01:22:55.280

Patty Monahan: I would say. You know

785

01:22:55.360 --> 01:23:05.240

Patty Monahan: I don't know if small is the right word. 10 million is still a lot of money, but you know it could be higher. And I think it's in part because we're trying something new, and we want to see how it goes.

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01:23:05.480 --> 01:23:09.700

Patty Monahan: And you know we are. We're really in this, you know, we're trying to deploy

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01:23:10.740 --> 01:23:14.470

Patty Monahan: infrastructure as swiftly as possible across the State.

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01:23:14.490 --> 01:23:21.660

Patty Monahan: And we're also we want to be attentive to the needs of communities. And sometimes those community projects are going to be more.

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01:23:21.990 --> 01:23:24.900

Patty Monahan: I don't know. Laborious. They're gonna be more time consuming.

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01:23:24.900 --> 01:23:25.200

Rev. Charles Dorsey: Sure.

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01:23:25.200 --> 01:23:27.030

Patty Monahan: The nature. And so.

792

01:23:27.040 --> 01:23:34.470

Patty Monahan: you know, we're playing with these 2 tensions that we feel, on the one hand, deploy infrastructure as fast as possible. On the other hand, support communities.

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01:23:35.190 --> 01:23:40.229

Rev. Charles Dorsey: Yeah, yeah, thank you for saying that. And I just I have to say for the record and for people who are attending.

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01:23:40.370 --> 01:23:42.810

Rev. Charles Dorsey: It's so important to understand

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01:23:42.960 --> 01:23:46.099

Rev. Charles Dorsey: that competitive and equality

796

01:23:46.180 --> 01:23:48.150

Rev. Charles Dorsey: in themselves

797

01:23:48.220 --> 01:23:50.310

Rev. Charles Dorsey: are not fair.

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01:23:50.920 --> 01:23:53.219

Rev. Charles Dorsey: Right? So it is to say.

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01:23:53.480 --> 01:23:59.639

Rev. Charles Dorsey: well, we all get to complete on the same playing ground. But one person has 10 years of experience and

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01:23:59.670 --> 01:24:09.460

Rev. Charles Dorsey: 5 years of those they've actually been awarded grants. And so when you bring somebody new to the table, and because they all have the same process that's actually not competitive at all.

801

01:24:09.520 --> 01:24:31.160

Rev. Charles Dorsey: That's like taking somebody who's been playing football for 10 years and letting somebody else into the League and saying, You guys compete for the same position. And it's like, well, this guy has 10 years in the game. So there are things that he's learned that

automatically make the competition unfair. And I think that that has to be something that continues to be stressed so that it is not

802

01:24:31.210 --> 01:24:46.920

Rev. Charles Dorsey: equal, it's never that. And and it shouldn't be that. But I think that in wrapped in that competitive statement, there's equality and not equity. And we just have to do a better job. So that means that we do have to

803

01:24:47.619 --> 01:24:57.039

Rev. Charles Dorsey: do more for those people who have been disenfranchised and left out in the past to be sure that they can be competitive.

804

01:24:57.120 --> 01:25:03.140

Rev. Charles Dorsey: you see. And so so I just want to stress that. And I know these are pressing points for a lot of people, a lot of conversation here.

805

01:25:03.290 --> 01:25:12.349

Rev. Charles Dorsey: but I just don't want us to get lost in that. And and Commissioner and I also want. I don't also also don't want your tenure and this committee's work

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01:25:12.480 --> 01:25:19.370

Rev. Charles Dorsey: to be wrapped up in a missed opportunity. So thank you for saying that, though.

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01:25:25.130 --> 01:25:25.830

Patty Monahan: Given

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01:25:25.890 --> 01:25:27.870

Patty Monahan: the limitations that we have by law.

809

01:25:27.870 --> 01:25:32.610

Rev. Charles Dorsey: Sure. Sure. Yeah. And and you know I don't. Don't get me to talking about the law.

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01:25:32.730 --> 01:25:34.859

Rev. Charles Dorsey: But anyways, for sure, thank you.

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01:25:37.500 --> 01:25:38.849

Charles Smith (CEC): Thank you, Reverend Dorsey.

812

01:25:42.220 --> 01:25:46.600

Charles Smith (CEC): next speaker, with their hand up is Jon Hart.

813

01:25:47.360 --> 01:25:48.349

Charles Smith (CEC): Please go ahead.

814

01:25:54.330 --> 01:25:58.989

Jon Hart: Yes, thank you. Sorry in my car. Once again I was not in my car and just got in.

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01:25:59.436 --> 01:26:09.700

Jon Hart: I have 2 comments actually comments on 2 different slides. I wanted to make one was the slide about gas station model and level 2

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01:26:10.125 --> 01:26:18.920

Jon Hart: just a couple thoughts or points I wanted to make. There, I think you're absolutely right. That DC fast chargers and the gas station type model

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01:26:19.472 --> 01:26:25.379

Jon Hart: definitely have their place. I don't think that's the majority of charging needs.

818

01:26:25.390 --> 01:26:28.840

Jon Hart: and so want to still advocate for

819

01:26:29.330 --> 01:26:31.039

Jon Hart: level 2 charging

820

01:26:31.494 --> 01:26:38.040

Jon Hart: workplace, charging, or or any type of charging that happens during the day, especially level 2 or level one

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01:26:38.653 --> 01:26:47.969

Jon Hart: typically happens if it's in the day during the lowest greenhouse gas emissions, marginal greenhouse gas emissions. Times happens

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01:26:48.010 --> 01:26:58.840

Jon Hart: during the lowest utility cost times. Also those, for example, workplace charging are usually longer dwell times meaning there's more opportunities for load management

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01:26:59.594 --> 01:27:10.049

Jon Hart: absorbing solar. So there's a lot of benefits that come from longer charging rather than really high power. DC, fast charging.

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01:27:10.130 --> 01:27:13.187

Jon Hart: Not to say that that's not needed. But

825

01:27:14.020 --> 01:27:16.490

Jon Hart: I guess I'm advocating for not

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01:27:16.560 --> 01:27:22.360

Jon Hart: going a gas station route having that option, but still emphasizing

827

01:27:22.430 --> 01:27:23.600

Jon Hart: of

828

01:27:23.630 --> 01:27:27.480

Jon Hart: lower power like level 2 or or level one where appropriate

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01:27:28.115 --> 01:27:34.834

Jon Hart: other point another slide I wanted to make a point on is called out the

830

01:27:35.520 --> 01:27:40.519

Jon Hart: uptime reliability requirements proceeding, the standards.

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01:27:40.570 --> 01:27:44.730

Jon Hart: communication standards, and also payment requirements.

832

01:27:44.820 --> 01:28:03.029

Jon Hart: I'm glad you brought those up. Those are definitely on our radars and something we're participating in those point I want to make on anything related to compliance that changes what companies need to do for either the hardware or the software

833

01:28:03.070 --> 01:28:10.690

Jon Hart: is making sure that those requirements are providing incremental value to customers

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01:28:11.300 --> 01:28:12.800

Jon Hart: and that they're not

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01:28:12.840 --> 01:28:23.639

Jon Hart: overly onerous and difficult difficult to comply with. I think the Energy Commission has done a great job. For example, with rolling out the 15118 requirements

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01:28:23.700 --> 01:28:28.519

Jon Hart: that the hardware is required. But software is not yet, and it's it's

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01:28:28.910 --> 01:28:37.473

Jon Hart: I I feel the Commission Staff are doing a good job of working with industry to roll those out. There are other compliance requirements

838

01:28:38.010 --> 01:28:39.190

Jon Hart: CDFA's.

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01:28:40.510 --> 01:28:44.899

Jon Hart: I I want to call out as extremely difficult and expensive

840

01:28:45.348 --> 01:28:53.940

Jon Hart: to comply with where you have to register each individual charger with the county after having already tested them at the state level. And

841

01:28:53.970 --> 01:28:56.670

Jon Hart: anyway, there's some requirements that

842

01:28:57.760 --> 01:29:02.429

Jon Hart: are overly expensive and onerous. And so just again, wanna highlight, the fact that

843

01:29:04.960 --> 01:29:14.070

Jon Hart: any compliance requirements that are made should be providing value to customers, and should not be overly difficult to comply with. Thank you.

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01:29:16.461 --> 01:29:23.689

Patty Monahan: Jon, I just wanted to make sure that you know about the RFI. The request for information that GO-Biz

845

01:29:23.900 --> 01:29:26.840

Patty Monahan: has okay, and you've responded to that.

846

01:29:27.180 --> 01:29:28.029

Jon Hart: Yes, we did.

847

01:29:28.030 --> 01:29:29.020

Patty Monahan: Okay. Great.

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01:29:30.080 --> 01:29:30.820

Jon Hart: Yeah, thank, you.

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01:29:31.112 --> 01:29:47.499

Patty Monahan: For folks who are interested. I think Jon may be the only one on this advisory committee, but maybe folks in the stakeholder community. There is a request for information that the Governor's office of business and economic development has issued. And, Gia, are you still on? Do you want to talk for a second about that.

850

01:29:48.240 --> 01:30:02.220

Gia Vacin: Yeah, sure. Hi, thanks, Patty. Yeah. And happy to send around. It's still open. We've kind of received initial feedback, but it's really around some of the challenges. That are out there with around

851

01:30:02.410 --> 01:30:08.981

Gia Vacin: registered Service agency being placed in service, or some questions around testing standards. And so it's a series of

852

01:30:09.380 --> 01:30:38.300

Gia Vacin: questions based on kind of what part? What part of the what sector you're in around the challenges that you're facing and the idea there, and intention there is to come back, pull those things together, and to better understand where the real pain points are. And then we're working together across agencies and with and and with you all to to identify some ways in which the State might be able to help so would love to have anybody else who's interested, who who touches the space. And I'm going to see if I can find.

853

01:30:38.670 --> 01:30:47.300

Gia Vacin: think we have a link which I will find and drop in the chat here, if that, if that's okay. To use the space here that way. Okay, super. Thank you.

854

01:30:49.540 --> 01:30:52.360

Gia Vacin: And thanks for for daylighting that one Patty.

855



01:30:56.830 --> 01:30:57.780  
Charles Smith (CEC): Thank you both.

856  
01:30:59.660 --> 01:31:02.480  
Charles Smith (CEC): Katrina Fritz, I have you next in the queue.

857  
01:31:04.130 --> 01:31:07.157  
Katrina Fritz: Hi, thanks for the opportunity to ask a few questions.

858  
01:31:07.510 --> 01:31:23.460  
Katrina Fritz: So on the topic of existing funding, I want to note that the unexpired funds from the canceled Shell agreements should be expeditiously returned to the hydrogen refueling category, and I wanted to ask, What is the plan for this reallocation?

859  
01:31:31.380 --> 01:31:32.730  
Charles Smith (CEC): I'm afraid I

860  
01:31:33.000 --> 01:31:34.480  
Charles Smith (CEC): do not have a

861  
01:31:34.770 --> 01:31:37.700  
Charles Smith (CEC): ready available answer again. I'm happy to

862  
01:31:37.710 --> 01:31:47.370  
Charles Smith (CEC): look into that as the workshop continues, and either we can try to find an answer during the course of the workshop, or follow up with you afterwards.

863  
01:31:48.550 --> 01:31:50.390  
Katrina Fritz: Thank you. I'd appreciate either.

864  
01:31:50.940 --> 01:31:52.259  
Charles Smith (CEC): Of course. Thank you.

865  
01:31:53.680 --> 01:31:55.540  
Charles Smith (CEC): Vanessa Warheit.

866  
01:31:55.790 --> 01:31:57.330  
Charles Smith (CEC): if your hand is next.

867  
01:31:58.720 --> 01:32:07.709

Vanessa Warheit (she/her), EVCAC: Yeah, thanks, for I didn't realize this was such a sort of open-ended, wonderful conversation. So I had a few other things I wanted to to say, while I've got a moment here still with you.

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01:32:08.580 --> 01:32:14.480

Vanessa Warheit (she/her), EVCAC: one is going back to that slide, that slide 24 for a moment and

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01:32:14.490 --> 01:32:24.970

Vanessa Warheit (she/her), EVCAC: and kind of piggybacking on something that Reverend Dorsey was mentioning about technical assistance. And and this goes for a lot of these, which is.

870

01:32:25.210 --> 01:32:40.220

Vanessa Warheit (she/her), EVCAC: I'm curious if the CEC has restrictions on pass-through costs to the end user, and that could be either for charging in rural communities or tribal communities or urban communities

871

01:32:40.350 --> 01:32:51.860

Vanessa Warheit (she/her), EVCAC: multifamily, or it could also be for technical assistance. So, for instance, if the CEC. Is giving a bunch of money to a provider of technical assistance which I want to say, I really appreciate, I think.

872

01:32:52.520 --> 01:33:00.919

Vanessa Warheit (she/her), EVCAC: if done well, that could help to address some of these equity issues that Reverend Dorsey so eloquently pointed out to us

873

01:33:01.452 --> 01:33:07.600

Vanessa Warheit (she/her), EVCAC: but only if there are restrictions on them, not then charging those communities an arm and a leg for their services.

874

01:33:07.910 --> 01:33:09.350

Vanessa Warheit (she/her), EVCAC: So I wanna

875

01:33:09.730 --> 01:33:12.680

Vanessa Warheit (she/her), EVCAC: ask if the CEC. Has

876

01:33:12.740 --> 01:33:14.609

Vanessa Warheit (she/her), EVCAC: has guardrails on that

877

01:33:15.535 --> 01:33:24.879

Vanessa Warheit (she/her), EVCAC: both for providers of technical assistance and also for providers of charging, so that these communities that are ostensibly being served

878

01:33:24.890 --> 01:33:26.500

Vanessa Warheit (she/her), EVCAC: aren't, in fact.

879

01:33:26.580 --> 01:33:30.369

Vanessa Warheit (she/her), EVCAC: ultimately just being extracted from economically

880

01:33:30.510 --> 01:33:32.170

Vanessa Warheit (she/her), EVCAC: by those providers.

881

01:33:34.740 --> 01:33:36.129

Vanessa Warheit (she/her), EVCAC: That's 1 question.

882

01:33:36.440 --> 01:33:39.319

Vanessa Warheit (she/her), EVCAC: I have a couple of others, too. I can rattle them all up.

883

01:33:39.860 --> 01:33:46.350

Patty Monahan: I mean, the the point of the technical assistance was to provide, like free support to community support.

884

01:33:46.630 --> 01:33:50.670

Vanessa Warheit (she/her), EVCAC: Fantastic. Okay, yeah, that was my question about that.

885

01:33:50.750 --> 01:33:57.940

Vanessa Warheit (she/her), EVCAC: And but I would also like to extend that to the charging. Is there any kind of restriction on. If a

886

01:33:58.000 --> 01:34:07.030

Vanessa Warheit (she/her), EVCAC: if a private company has received funding to install charging, are there restrictions on what they can then charge the residents or the communities that are using those services.

887

01:34:14.470 --> 01:34:17.020

Patty Monahan: I don't have the answer to that one. I bet

888

01:34:17.180 --> 01:34:20.040

Patty Monahan: Charles doesn't. So I think we'll have to get back to you on that.

889

01:34:20.260 --> 01:34:21.340

Patty Monahan: Yes, okay.

890

01:34:21.340 --> 01:34:22.470

Charles Smith (CEC): Happy to thank you.

891

01:34:22.470 --> 01:34:37.740

Vanessa Warheit (she/her), EVCAC: Great. Yeah, thank you. I think that's a really, really, really crucial. And until everybody has equal access to regulated utility rates for charging, that's going to be a really crucial metric, I think, for how public money should be spent.

892

01:34:37.850 --> 01:34:47.440

Vanessa Warheit (she/her), EVCAC: I also wanted to point out something. A few folks here have mentioned low power charging, and Commissioner Monahan, I totally

893

01:34:47.460 --> 01:34:53.930

Vanessa Warheit (she/her), EVCAC: agree with you that there's this thorny problem with the gas station model versus Level 2 and

894

01:34:54.020 --> 01:35:04.850

Vanessa Warheit (she/her), EVCAC: one way of looking at it is to include more low-powered charging to offset those. So there absolutely are some locations where people don't have charging at home, and they don't have it yet at work, and maybe it does make sense

895

01:35:04.880 --> 01:35:26.579

Vanessa Warheit (she/her), EVCAC: to have those high powered chargers. There are honestly 2 possible routes for that to make it more affordable. One is that you mandate, that it must be more affordable. I know that Ava right now is doing a pilot in their territory to ensure access to low cost

896

01:35:26.710 --> 01:35:30.460

Vanessa Warheit (she/her), EVCAC: charging, and and they have a

897

01:35:30.770 --> 01:35:50.329

Vanessa Warheit (she/her), EVCAC: I can't remember exactly how it works, but they have a way that people who qualify for CARE. The sort of income qualified low rates for their utilities have access to those same low rates when they're charging at these public DC fast chargers. So I would

really encourage you anything that's DC fast charging gas station model being funded with public dollars.

898

01:35:50.560 --> 01:35:53.030

Vanessa Warheit (she/her), EVCAC: Incorporate that kind of

899

01:35:53.040 --> 01:35:55.490

Vanessa Warheit (she/her), EVCAC: income qualifying access

900

01:35:55.650 --> 01:35:57.279

Vanessa Warheit (she/her), EVCAC: so that those folks aren't being.

901

01:35:57.280 --> 01:36:01.530

Patty Monahan: Are you engaged in our solicitations? The solicitation development?

902

01:36:01.720 --> 01:36:21.559

Patty Monahan: I mean, we can happily like, communicate that to our the folks that are doing our solicitations. But it would actually be great to have your expertise in. Like as we're developing, for example, the multifamily dwelling one. Yeah, because there are workshops. And I I'll commit to reaching out to the

903

01:36:21.840 --> 01:36:39.189

Patty Monahan: the person who's the supervisor over that, and just recommend that you be involved, because I think some of your insights. I think they could be helpful in shaping these specific solicitations, because there's a whole separate process to shape each solicitation that has workshops, and, you know engagement, and

904

01:36:39.200 --> 01:36:44.679

Patty Monahan: like, I think, that level of like sophistication would be helpful in a solicitation development.

905

01:36:44.850 --> 01:36:51.160

Patty Monahan: And I don't know the multifamily one may already be like good to go. I don't know how ready it is already to go out the door, but

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01:36:51.240 --> 01:36:55.610

Patty Monahan: in the future I think that that perspective will be really helpful for us.

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01:36:55.610 --> 01:37:01.470

Vanessa Warheit (she/her), EVCAC: Okay, yeah, let me know. Keep. Keep me posted after the election, happy to help

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01:37:02.190 --> 01:37:04.550

Vanessa Warheit (she/her), EVCAC: and I think the

909

01:37:05.750 --> 01:37:13.750

Vanessa Warheit (she/her), EVCAC: I want to push back a little bit on the oh, well, we don't include the home charging data early on in the slides you had some

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01:37:13.900 --> 01:37:30.640

Vanessa Warheit (she/her), EVCAC: really great data, is useful about public charging, and where we are in that. But the reality is most folks if they can. They charge at home, and I know it's not an easy task, but I would really encourage the CEC. To try to get better data on

911

01:37:31.040 --> 01:37:34.119

Vanessa Warheit (she/her), EVCAC: it wasn't that side. It was a previous one, I think.

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01:37:34.150 --> 01:37:37.720

Vanessa Warheit (she/her), EVCAC: but to get better data on how many people do charge at home?

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01:37:39.290 --> 01:37:40.480

Vanessa Warheit (she/her), EVCAC: Because

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01:37:42.310 --> 01:37:43.420

Vanessa Warheit (she/her), EVCAC: and and so you're.

915

01:37:43.420 --> 01:37:51.620

Patty Monahan: To get this public data. It has been really hard to get this public data. I'll just speak on behalf of the team. I'm in the weeds with them on this one.

916

01:37:51.740 --> 01:37:54.229

Patty Monahan: It's been really hard to get this data.

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01:37:54.420 --> 01:37:54.780

Vanessa Warheit (she/her), EVCAC: And then.

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01:37:54.780 --> 01:37:55.460

Patty Monahan: Yeah.

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01:37:56.242 --> 01:38:03.929

Patty Monahan: and when we're looking at sort of what our charge is in terms of deploying public infrastructure

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01:38:04.410 --> 01:38:15.880

Patty Monahan: it, you know, it's based on the public access, and I totally agree, like the people who, if you can, you charge at home. But that means you're probably a wealthier homeowner, who.

921

01:38:16.360 --> 01:38:17.180

Patty Monahan: you know.

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01:38:17.490 --> 01:38:19.969

Patty Monahan: is one of the lucky people who owns their own home.

923

01:38:20.910 --> 01:38:31.369

Vanessa Warheit (she/her), EVCAC: Shouldn't be. The case is my point, because all those people who are the not lucky ones, they still have power for their fridge, because we require it by law, they still have power for their microwave.

924

01:38:31.600 --> 01:38:36.670

Vanessa Warheit (she/her), EVCAC: and they should have power for their car, too, if they have parking, and that is now.

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01:38:36.670 --> 01:38:38.220

Patty Monahan: You're not getting any disagreement from me.

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01:38:38.220 --> 01:38:39.699

Vanessa Warheit (she/her), EVCAC: Yeah. Yeah. And it's now in the code.

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01:38:39.700 --> 01:38:47.550

Patty Monahan: I was saying, it's very hard to get the data from individual consumers about what's happening in their home. It's hard to get public data on what's happening in the public sphere.

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01:38:47.550 --> 01:39:11.910

Vanessa Warheit (she/her), EVCAC: I like, I said. I know it's not easy. I also know that the utilities are now able to pull some of that data. It's out there. It's just really hard, but I do understand. But I would love it if that was prioritized. I will just note that there are countries in

Europe, where they are now. Finding that what they anticipated they were going to need for public charging is actually much higher

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01:39:12.020 --> 01:39:29.839

Vanessa Warheit (she/her), EVCAC: than what they really needed, because there was so much more access at home. And that's where people ended up charging. And then they ended up having to revise all of their estimates, and we can learn from that in advance if we take advantage of the admittedly hard to get data that we do have about what is available at home.

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01:39:31.640 --> 01:39:35.650

Vanessa Warheit (she/her), EVCAC: and I also want to encourage you to look at low power level 2

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01:39:35.920 --> 01:39:45.669

Vanessa Warheit (she/her), EVCAC: as yet another option. So it's not. There's a continuum of power delivery, and and so low power is absolutely another way to

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01:39:45.970 --> 01:39:49.130

Vanessa Warheit (she/her), EVCAC: to try to spread the love if you will.

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01:39:49.430 --> 01:39:54.839

Vanessa Warheit (she/her), EVCAC: and and sometimes low power level too, which is 20 amp. Service on a 2 40 circuit

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01:39:55.260 --> 01:39:58.800

Vanessa Warheit (she/her), EVCAC: that delivers usually about a hundred miles overnight.

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01:39:59.010 --> 01:40:04.419

Vanessa Warheit (she/her), EVCAC: and the last thing I'm going to say is that I'm happy also if there's a better forum to talk about this.

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01:40:04.440 --> 01:40:15.499

Vanessa Warheit (she/her), EVCAC: But to look at what we call right speeding requires a little more nuanced look at the locations and the uniform building code has use case groupings

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01:40:15.780 --> 01:40:25.820

Vanessa Warheit (she/her), EVCAC: that that can make that process somewhat easier. And you can better understand how how many employees there might be in a given



938

01:40:26.190 --> 01:40:28.380

Vanessa Warheit (she/her), EVCAC: location based on that.

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01:40:28.470 --> 01:40:32.270

Vanessa Warheit (she/her), EVCAC: and that can help to understand the dwell time which can then help

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01:40:32.360 --> 01:40:39.029

Vanessa Warheit (she/her), EVCAC: to start informing how and where to spread that money. For what kind of charging?

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01:40:39.660 --> 01:40:40.500

Vanessa Warheit (she/her), EVCAC: Thanks.

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01:40:45.510 --> 01:40:46.289

Charles Smith (CEC): Thank you.

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01:40:46.490 --> 01:40:53.130

Charles Smith (CEC): Our next and currently last advisory committee member with question is

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01:40:53.170 --> 01:40:59.809

Charles Smith (CEC): Beverly Greene. If anyone else wants to comment after Beverly, please feel free to raise your hand.

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01:41:00.120 --> 01:41:21.050

Beverly Greene: Hello, I just want. I've put my comment in the chat, and I want to support a further discussion with California Transit Association Executive Director Michael Pimentel, regarding the subscriptions to the HVIP program, which do not take into account the processes that it takes to purchase a

946

01:41:21.140 --> 01:41:23.340

Beverly Greene: bus with public money

947

01:41:23.729 --> 01:41:34.580

Beverly Greene: and the longer lead times that are required for local entities to make decisions. So that's that's my comment. I will let it stand. It's in the chat. Thank you. Goodbye.

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01:41:37.740 --> 01:41:39.050

Charles Smith (CEC): Thank you very much.

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01:41:40.880 --> 01:41:41.690

Charles Smith (CEC): Alright.

950

01:41:43.260 --> 01:41:46.089

Charles Smith (CEC): Seeing no other hands raised

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01:41:46.170 --> 01:41:48.619

Charles Smith (CEC): if we could go to the next slide.

952

01:41:50.330 --> 01:41:56.459

Charles Smith (CEC): So at this point we have scheduled to take a quick break. Commissioner, do you want to weigh in on

953

01:41:56.640 --> 01:41:59.789

Charles Smith (CEC): when you would like to reconvene.

954

01:42:02.870 --> 01:42:09.719

Patty Monahan: yeah, I mean, I think I'm hoping people are like standing up taking breaks as they need it.

955

01:42:09.760 --> 01:42:16.189

Patty Monahan: And I also feel like folks are good. It's going to be hard to break for lunch. I think we're going to want to power through before lunch.

956

01:42:16.676 --> 01:42:32.259

Patty Monahan: Maybe if folks can chat, if that's not the case. But I'm guessing most people want to be freed. So let's take a short break, maybe just 5 min to like stretch and move around and then come back in 5 min, so we can

957

01:42:32.460 --> 01:42:37.269

Patty Monahan: power through and get this all done and release you guys for lunch.

958

01:42:40.490 --> 01:42:45.650

Charles Smith (CEC): Sounds good. It is about 10:45. So let's say 10:50. Thank you, Commissioner.

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01:43:03.580 --> 01:43:15.959

Charles Smith (CEC): All right. We'll resume our recording and welcome everybody back. I hope you had a nice break. We're now going to shift focus on to the 2024, 2025 investment plan update.

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01:43:15.980 --> 01:43:22.349

Charles Smith (CEC): And I'm going to turn the microphone over to Benjamin Tuggy, project manager for the investment plan. Benjamin.

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01:43:25.940 --> 01:43:27.660

Benjamin Tuggy (CEC): Alright, thank you, Charles.

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01:43:27.920 --> 01:43:30.409

Benjamin Tuggy (CEC): We can go to the next slide, please.

963

01:43:33.480 --> 01:43:39.500

Benjamin Tuggy (CEC): All right. So once again, I'm Benjamin, the project manager for the investment plan.

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01:43:39.950 --> 01:43:45.929

Benjamin Tuggy (CEC): first, I'll go quickly over the background of the clean transportation program investment plan.

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01:43:46.340 --> 01:43:52.029

Benjamin Tuggy (CEC): It guides program investments toward meeting state clean transportation goals.

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01:43:52.540 --> 01:43:59.730

Benjamin Tuggy (CEC): The investment plan is a high level view. So it doesn't generally decide details of specific solicitations.

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01:44:00.440 --> 01:44:05.420

Benjamin Tuggy (CEC): However, we do share more specific feedback with the appropriate teams.

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01:44:05.680 --> 01:44:08.549

Benjamin Tuggy (CEC): such as those developing solicitations.

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01:44:09.620 --> 01:44:19.180

Benjamin Tuggy (CEC): the plan allocates funding for multiple vehicle and fuel technologies, transportation sectors and supporting activities like workforce development

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01:44:20.030 --> 01:44:23.079

Benjamin Tuggy (CEC): and per AB 126.

971

01:44:23.240 --> 01:44:26.760

Benjamin Tuggy (CEC): The plan focuses on 0 emission technologies.

972

01:44:28.100 --> 01:44:35.980

Benjamin Tuggy (CEC): The CEC only controls allocations of base clean transportation program funds of about a hundred million dollars per year.

973

01:44:36.530 --> 01:44:42.999

Benjamin Tuggy (CEC): In recent years. We've also received additional funds from State budgets which we cannot change.

974

01:44:44.670 --> 01:44:55.419

Benjamin Tuggy (CEC): And besides, the input provided at advisory committee meetings like these, the CEC also conducts analyses around current and future infrastructure needs

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01:44:55.940 --> 01:45:01.440

Benjamin Tuggy (CEC): such as the AB 2127 charging infrastructure, assessment mentioned earlier.

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01:45:02.440 --> 01:45:06.559

Benjamin Tuggy (CEC): We also consult with the Disadvantaged Communities Advisory Group

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01:45:06.600 --> 01:45:10.129

Benjamin Tuggy (CEC): refer to experience with past investment plans

978

01:45:10.270 --> 01:45:15.040

Benjamin Tuggy (CEC): and consider the context of the Federal funding and supplementary state funding

979

01:45:15.060 --> 01:45:17.160

Benjamin Tuggy (CEC): that we've received in recent years

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01:45:17.680 --> 01:45:22.179

Benjamin Tuggy (CEC): to help guide these investment plan allocations next slide, please.

981

01:45:25.950 --> 01:45:32.770

Benjamin Tuggy (CEC): I'll also give a recap of our investment plan schedule to date and key upcoming dates.

982

01:45:33.200 --> 01:45:38.119

Benjamin Tuggy (CEC): So our investment plan process starts with developing a draft staff report

983

01:45:38.180 --> 01:45:40.909

Benjamin Tuggy (CEC): which we published back in May this year.

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01:45:41.440 --> 01:45:47.850

Benjamin Tuggy (CEC): and then we held our 1st advisory committee meeting in June and received public comments on that 1st draft

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01:45:48.860 --> 01:45:52.309

Benjamin Tuggy (CEC): based on advisory committee and other public comments.

986

01:45:52.420 --> 01:45:56.510

Benjamin Tuggy (CEC): We are now proposing a revised draft of the investment plan.

987

01:45:56.830 --> 01:46:04.109

Benjamin Tuggy (CEC): Publishing the full draft is unfortunately delayed. We hope to release it tomorrow or by the end of this week.

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01:46:04.650 --> 01:46:11.529

Benjamin Tuggy (CEC): but the most important part, the proposed funding allocations are published. So we are discussing those today.

989

01:46:11.800 --> 01:46:13.190

Benjamin Tuggy (CEC): Next slide, please.

990

01:46:15.960 --> 01:46:21.079

Benjamin Tuggy (CEC): Comments for the Revised Staff draft are currently due on October 15th

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01:46:21.230 --> 01:46:27.119

Benjamin Tuggy (CEC): but since that revised staff draft is delayed, we may extend the comment due date accordingly.

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01:46:27.900 --> 01:46:33.160

Benjamin Tuggy (CEC): and we will also meet with the Disadvantaged Communities Advisory Group.

993

01:46:33.330 --> 01:46:36.429

Benjamin Tuggy (CEC): to gather their feedback on this revised draft

994

01:46:36.650 --> 01:46:39.849

Benjamin Tuggy (CEC): before we publish the Lead Commissioner Report.

995

01:46:40.460 --> 01:46:45.620

Benjamin Tuggy (CEC): and that version is the one that goes to a CEC. Business meeting for approval.

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01:46:46.510 --> 01:46:47.890

Benjamin Tuggy (CEC): Next slide, please.

997

01:46:50.070 --> 01:46:55.859

Benjamin Tuggy (CEC): So since the last time the Advisory committee met, there have been a couple of changes to the state budget

998

01:46:56.030 --> 01:46:58.070

Benjamin Tuggy (CEC): that impact these programs.

999

01:46:58.670 --> 01:47:04.269

Benjamin Tuggy (CEC): In June 2024, the State Budget Agreement changed the planned General funds

1000

01:47:04.280 --> 01:47:06.670

Benjamin Tuggy (CEC): for school bus ZEV infrastructure.

1001

01:47:07.010 --> 01:47:12.060

Benjamin Tuggy (CEC): So it removed the 160 million dollars that was proposed for this fiscal year.

1002

01:47:12.710 --> 01:47:17.680

Benjamin Tuggy (CEC): and with that we now have only the base, clean transportation program funds

1003

01:47:17.960 --> 01:47:21.079

Benjamin Tuggy (CEC): for fiscal year 2024-2025.

1004

01:47:21.940 --> 01:47:26.940

Benjamin Tuggy (CEC): On the other hand, the proposed 2025-2026. General funds

1005

01:47:27.120 --> 01:47:29.479

Benjamin Tuggy (CEC): for school bus ZEV infrastructure.

1006

01:47:29.540 --> 01:47:34.489

Benjamin Tuggy (CEC): actually went up from 90 million to 125 million dollars. next slide.

1007

01:47:37.210 --> 01:47:44.429

Benjamin Tuggy (CEC): Now this table captures the future, estimated general fund and greenhouse Gas reduction Fund.

1008

01:47:44.570 --> 01:47:47.360

Benjamin Tuggy (CEC): or GGRF Allocations

1009

01:47:48.385 --> 01:47:49.080

Benjamin Tuggy (CEC): for

1010

01:47:49.290 --> 01:47:52.929

Benjamin Tuggy (CEC): fiscal years, 2025-2026,

1011

01:47:53.160 --> 01:47:57.409

Benjamin Tuggy (CEC): through 2027-2028, and the dollars are in millions.

1012

01:47:58.640 --> 01:48:04.789

Benjamin Tuggy (CEC): while those GGRF and general funds are subject to change. Following future state budget acts.

1013

01:48:04.950 --> 01:48:09.520

Benjamin Tuggy (CEC): we currently expect about 1.3 billion dollars in funding

1014

01:48:09.880 --> 01:48:13.340

Benjamin Tuggy (CEC): for clean transportation program related projects

1015

01:48:13.750 --> 01:48:18.939

Benjamin Tuggy (CEC): in addition to our base funds of approximately a hundred million dollars per fiscal year.

1016

01:48:19.980 --> 01:48:26.330

Benjamin Tuggy (CEC): And note that this table doesn't include Federal NEVI formula funds, or any other Federal funding

1017

01:48:26.430 --> 01:48:27.780

Benjamin Tuggy (CEC): next slide, please.

1018

01:48:30.010 --> 01:48:36.490

Benjamin Tuggy (CEC): So now we'll highlight the funding allocation changes proposed in the Revised staff draft

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01:48:37.227 --> 01:48:39.520

Benjamin Tuggy (CEC): and after that we will have the

1020

01:48:39.680 --> 01:48:42.649

Benjamin Tuggy (CEC): core of our advisory committee discussion today.

1021

01:48:42.910 --> 01:48:45.609

Benjamin Tuggy (CEC): followed by public comment. Next slide.

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01:48:47.630 --> 01:48:50.740

Benjamin Tuggy (CEC): This slide shows the overview of

1023

01:48:50.850 --> 01:48:53.302

Benjamin Tuggy (CEC): both proposed allocations

1024

01:48:54.250 --> 01:48:58.609

Benjamin Tuggy (CEC): for base funds as well as those estimated upcoming allocations.

1025

01:48:59.613 --> 01:49:02.949

Benjamin Tuggy (CEC): We do have 2 different timelines to keep in mind.

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01:49:03.590 --> 01:49:12.569

Benjamin Tuggy (CEC): So those base, clean transportation program funds we are proposing only for fiscal year 2024-2025,

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01:49:12.860 --> 01:49:16.919

Benjamin Tuggy (CEC): and again, the CEC Can only change those base allocations

1028

01:49:17.100 --> 01:49:19.820

Benjamin Tuggy (CEC): which total about a hundred million dollars per year.

1029

01:49:21.230 --> 01:49:25.480

Benjamin Tuggy (CEC): General funds and greenhouse gas reduction funds from the State budgets



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01:49:25.560 --> 01:49:28.930

Benjamin Tuggy (CEC): are projected through fiscal year 2027-2028,

1031

01:49:28.990 --> 01:49:32.570

Benjamin Tuggy (CEC): and again, those are subject to change.

1032

01:49:33.580 --> 01:49:38.689

Benjamin Tuggy (CEC): These totals do not include Federal funds. For instance, the remaining

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01:49:38.750 --> 01:49:42.080

Benjamin Tuggy (CEC): 2 fiscal years of NEVI formula funds

1034

01:49:42.290 --> 01:49:46.079

Benjamin Tuggy (CEC): should total 163 million dollars for California.

1035

01:49:46.810 --> 01:49:49.929

Benjamin Tuggy (CEC): The CEC is considering shifting.

1036

01:49:50.040 --> 01:49:54.759

Benjamin Tuggy (CEC): remaining NEVI formula funds toward medium and heavy duty infrastructure.

1037

01:49:55.790 --> 01:49:59.230

Benjamin Tuggy (CEC): Another Federal program that is not included in the total

1038

01:49:59.370 --> 01:50:05.259

Benjamin Tuggy (CEC): is the recent tri-state West Coast truck charging and fueling quarter projects

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01:50:05.530 --> 01:50:08.510

Benjamin Tuggy (CEC): of which a portion of the 102 million

1040

01:50:08.590 --> 01:50:12.000

Benjamin Tuggy (CEC): will be for California infrastructure next slide, please.

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01:50:14.370 --> 01:50:20.350

Benjamin Tuggy (CEC): So again, the clean transportation program supports the State's clean transportation goals. And

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01:50:20.360 --> 01:50:22.860

Benjamin Tuggy (CEC): historically, this meant funding for

1043

01:50:22.960 --> 01:50:27.380

Benjamin Tuggy (CEC): alternative fuels, vehicles and related infrastructure.

1044

01:50:27.580 --> 01:50:33.360

Benjamin Tuggy (CEC): Now we see an increased focus on 0 emission technologies specifically

1045

01:50:33.850 --> 01:50:37.379

Benjamin Tuggy (CEC): with funding across all transportation sectors.

1046

01:50:38.120 --> 01:50:44.290

Benjamin Tuggy (CEC): And in this graph you can see that our clean transportation program funds have mainly gone to supporting

1047

01:50:44.370 --> 01:50:47.880

Benjamin Tuggy (CEC): 0 emission vehicle infrastructure across sectors.

1048

01:50:48.632 --> 01:50:52.489

Benjamin Tuggy (CEC): But we also allocate funding to supporting activities

1049

01:50:52.600 --> 01:50:56.009

Benjamin Tuggy (CEC): like manufacturing and workforce development

1050

01:50:56.070 --> 01:50:57.370

Benjamin Tuggy (CEC): next slide please.

1051

01:50:59.990 --> 01:51:07.429

Benjamin Tuggy (CEC): So as described. We use feedback provided from the 1st staff draft of the investment plan allocations

1052

01:51:07.500 --> 01:51:09.949

Benjamin Tuggy (CEC): to guide revisions to the plan

1053

01:51:10.880 --> 01:51:16.460

Benjamin Tuggy (CEC): overall. We received general support from commenters for the prior funding allocations.

1054

01:51:16.800 --> 01:51:19.490

Benjamin Tuggy (CEC): So in response, staff is recommending

1055

01:51:19.500 --> 01:51:22.910

Benjamin Tuggy (CEC): minimal modifications to the funding allocations.

1056

01:51:23.500 --> 01:51:27.710

Benjamin Tuggy (CEC): But we did receive many comments supporting more light duty, charging

1057

01:51:27.890 --> 01:51:31.930

Benjamin Tuggy (CEC): with a focus on renters multifamily and rural residents.

1058

01:51:32.300 --> 01:51:37.180

Benjamin Tuggy (CEC): and many comments, also in support of light duty hydrogen refueling infrastructure.

1059

01:51:38.190 --> 01:51:41.300

Benjamin Tuggy (CEC): We also heard support for the draft staff report's

1060

01:51:41.440 --> 01:51:45.109

Benjamin Tuggy (CEC): increased emphasis on medium and heavy duty infrastructure.

1061

01:51:46.470 --> 01:51:51.799

Benjamin Tuggy (CEC): We received many comments to provide more clarity on the hydrogen funding category

1062

01:51:52.110 --> 01:51:58.210

Benjamin Tuggy (CEC): and to consider modifications to the light versus medium and heavy duty categories for hydrogen.

1063

01:51:58.960 --> 01:52:06.300

Benjamin Tuggy (CEC): and lastly, we see we received comments both for and against continued workforce funding. So it was a bit mixed

1064

01:52:06.700 --> 01:52:08.260

Benjamin Tuggy (CEC): next slide, please.

1065

01:52:09.930 --> 01:52:15.979

Benjamin Tuggy (CEC): So, taking in that feedback that we got from the last draft, we are proposing these changes.

1066

01:52:16.532 --> 01:52:19.350

Benjamin Tuggy (CEC): for the light duty EV charging category

1067

01:52:19.470 --> 01:52:24.819

Benjamin Tuggy (CEC): We are proposing 40 million dollars in clean transportation program base funds

1068

01:52:24.990 --> 01:52:28.360

Benjamin Tuggy (CEC): for fiscal year 2024-2025.

1069

01:52:28.790 --> 01:52:32.860

Benjamin Tuggy (CEC): This is 3 million more than proposed in the draft staff report.

1070

01:52:33.450 --> 01:52:36.990

Benjamin Tuggy (CEC): and that's influenced by public comments

1071

01:52:37.510 --> 01:52:42.919

Benjamin Tuggy (CEC): as mentioned, as well as recent Federal awards on the medium and heavy duty side.

1072

01:52:43.310 --> 01:52:46.470

Benjamin Tuggy (CEC): That south coast 500 million dollar award

1073

01:52:46.780 --> 01:52:49.419

Benjamin Tuggy (CEC): and just the need for equity in charging

1074

01:52:51.410 --> 01:52:54.719

Benjamin Tuggy (CEC): the medium and heavy duty infrastructure category

1075

01:52:54.940 --> 01:52:59.410

Benjamin Tuggy (CEC): that includes infrastructure for trucks, school buses, ports

1076

01:52:59.540 --> 01:53:01.889

Benjamin Tuggy (CEC): and off road equipment, for instance.

1077

01:53:02.340 --> 01:53:06.179

Benjamin Tuggy (CEC): for fiscal year 2024-2025,

1078

01:53:06.340 --> 01:53:10.699

Benjamin Tuggy (CEC): we propose 38.2 million dollars in base funds

1079

01:53:10.860 --> 01:53:13.640

Benjamin Tuggy (CEC): specifically for medium and heavy duty charging

1080

01:53:14.370 --> 01:53:18.209

Benjamin Tuggy (CEC): our initial draft proposal included hydrogen in this category.

1081

01:53:18.340 --> 01:53:22.230

Benjamin Tuggy (CEC): but we heard a desire for a separate hydrogen category.

1082

01:53:22.350 --> 01:53:24.840

Benjamin Tuggy (CEC): and again, modification to the light

1083

01:53:24.850 --> 01:53:28.209

Benjamin Tuggy (CEC): versus medium and heavy duty hydrogen funding

1084

01:53:29.000 --> 01:53:34.060

Benjamin Tuggy (CEC): so relatedly, we have added added a hydrogen refueling specific category

1085

01:53:34.760 --> 01:53:40.830

Benjamin Tuggy (CEC): to make clear the 15% hydrogen carve out from the base clean transportation program funds

1086

01:53:41.290 --> 01:53:44.410

Benjamin Tuggy (CEC): under required under AB 126,

1087

01:53:45.020 --> 01:53:54.759

Benjamin Tuggy (CEC): make clear where that will go. This funding was previously wrapped into the medium and heavy duty ZEV infrastructure category. So yeah, it's it's now separate

1088

01:53:55.120 --> 01:53:57.950

Benjamin Tuggy (CEC): and can apply to infrastructure for light

1089

01:53:58.050 --> 01:54:00.589

Benjamin Tuggy (CEC): medium or heavy duty vehicles.

1090

01:54:01.260 --> 01:54:06.110

Benjamin Tuggy (CEC): and this can include mixed use stations that serve all 3 vehicle segments.

1091

01:54:07.860 --> 01:54:11.590

Benjamin Tuggy (CEC): We also propose 2 million dollars in base funds.

1092

01:54:11.620 --> 01:54:13.829

Benjamin Tuggy (CEC): for workforce training and development

1093

01:54:14.000 --> 01:54:17.300

Benjamin Tuggy (CEC): in fiscal year 2024-2025,

1094

01:54:17.590 --> 01:54:20.880

Benjamin Tuggy (CEC): focused on disadvantaged and low income communities.

1095

01:54:21.600 --> 01:54:29.020

Benjamin Tuggy (CEC): We received those mixed comments on this category. So we continue to work to balance all of the feedback received.

1096

01:54:29.180 --> 01:54:33.080

Benjamin Tuggy (CEC): But this is 1 million dollars less than proposed

1097

01:54:33.120 --> 01:54:34.899

Benjamin Tuggy (CEC): in the draft staff report.

1098

01:54:35.680 --> 01:54:40.020

Benjamin Tuggy (CEC): This reduction is also influenced by the limited funding this year.

1099

01:54:40.330 --> 01:54:43.539

Benjamin Tuggy (CEC): and the need for continued infrastructure funding.

1100

01:54:45.250 --> 01:54:53.979

Benjamin Tuggy (CEC): So, accounting for these fairly minor changes. On the whole, the proposed clean transportation Program Base Fund allocations

1101

01:54:54.330 --> 01:54:58.149

Benjamin Tuggy (CEC): have increased by 3 million dollars for light duty, charging.

1102

01:54:58.310 --> 01:55:01.209

Benjamin Tuggy (CEC): decreased by 2 million for medium and heavy duty

1103

01:55:01.480 --> 01:55:04.730

Benjamin Tuggy (CEC): and decreased by 1 million for workforce development.

1104

01:55:05.720 --> 01:55:12.250

Benjamin Tuggy (CEC): And finally, the program specific feedback that we received on workforce and other categories

1105

01:55:12.290 --> 01:55:15.179

Benjamin Tuggy (CEC): that has been passed along to program staff

1106

01:55:15.330 --> 01:55:19.900

Benjamin Tuggy (CEC): as they develop solicitations and projects. Next slide, please.

1107

01:55:22.170 --> 01:55:27.909

Benjamin Tuggy (CEC): So this table, instead of showing showing the changes this table focuses on the new

1108

01:55:28.260 --> 01:55:32.730

Benjamin Tuggy (CEC): proposed clean transportation program base fund allocations

1109

01:55:32.890 --> 01:55:36.559

Benjamin Tuggy (CEC): for fiscal year 2024-2025,

1110

01:55:36.890 --> 01:55:38.830

Benjamin Tuggy (CEC): and again, funding is in millions.

1111

01:55:40.180 --> 01:55:44.660

Benjamin Tuggy (CEC): So to summarize, that's 40 million for light duty charging

1112

01:55:44.720 --> 01:55:48.220

Benjamin Tuggy (CEC): 38.2 million for medium and heavy duty charging

1113

01:55:48.620 --> 01:55:53.130

Benjamin Tuggy (CEC): 15 million for light medium or heavy duty hydrogen infrastructure.

1114

01:55:53.370 --> 01:55:56.399

Benjamin Tuggy (CEC): and 2 million for workforce training and development.

1115

01:55:57.420 --> 01:56:01.859

Benjamin Tuggy (CEC): And again, the CEC can change allocations only for these base funds.

1116

01:56:02.480 --> 01:56:03.829

Benjamin Tuggy (CEC): Next slide, please.

1117

01:56:06.461 --> 01:56:08.329

Benjamin Tuggy (CEC): I wanted to also give a

1118

01:56:08.890 --> 01:56:12.489

Benjamin Tuggy (CEC): kind of a slide that combines both of these.

1119

01:56:12.780 --> 01:56:18.750

Benjamin Tuggy (CEC): This fiscal year's clean transportation program base fund allocations that are proposed

1120

01:56:19.120 --> 01:56:21.910

Benjamin Tuggy (CEC): as well as those estimated future

1121

01:56:21.990 --> 01:56:25.330

Benjamin Tuggy (CEC): greenhouse gas reduction fund and general fund

1122

01:56:25.480 --> 01:56:27.909

Benjamin Tuggy (CEC): allocations that we expect to get

1123

01:56:29.163 --> 01:56:32.129

Benjamin Tuggy (CEC): so when you combine all these numbers

1124

01:56:32.430 --> 01:56:37.429

Benjamin Tuggy (CEC): for light duty charging this amounts to 659 million dollars

1125

01:56:37.630 --> 01:56:41.380



Benjamin Tuggy (CEC): for fiscal years, 2024-2025,

1126

01:56:41.500 --> 01:56:43.959

Benjamin Tuggy (CEC): through 2027-2028.

1127

01:56:45.030 --> 01:56:50.320

Benjamin Tuggy (CEC): It's also 668 million for medium and heavy duty ZEV Infrastructure.

1128

01:56:51.010 --> 01:56:54.809

Benjamin Tuggy (CEC): 15 million that's exclusively for hydrogen.

1129

01:56:55.260 --> 01:56:58.830

Benjamin Tuggy (CEC): 46 million for emerging opportunities

1130

01:56:59.090 --> 01:57:01.890

Benjamin Tuggy (CEC): and 2 million for workforce development.

1131

01:57:02.590 --> 01:57:11.600

Benjamin Tuggy (CEC): And I'll note once again that those clean transportation program base funds will be available about a hundred million dollars a year

1132

01:57:11.770 --> 01:57:14.719

Benjamin Tuggy (CEC): in 2025 to 2028.

1133

01:57:14.750 --> 01:57:18.550

Benjamin Tuggy (CEC): We just are not yet proposing those base allocations

1134

01:57:18.920 --> 01:57:20.390

Benjamin Tuggy (CEC): for future fiscal years.

1135

01:57:20.890 --> 01:57:25.660

Benjamin Tuggy (CEC): and these would include the 15% hydrogen refueling carve out.

1136

01:57:27.200 --> 01:57:33.840

Benjamin Tuggy (CEC): And finally, just also reminding that the greenhouse Gas reduction fund and general funds are

1137

01:57:33.920 --> 01:57:37.290

Benjamin Tuggy (CEC): subject to change following future state budget acts.

1138

01:57:37.870 --> 01:57:40.710

Benjamin Tuggy (CEC): And this table does not include about

1139

01:57:40.820 --> 01:57:44.289

Benjamin Tuggy (CEC): 163 million dollars in NEVI funds

1140

01:57:44.570 --> 01:57:46.090

Benjamin Tuggy (CEC): that are estimated.

1141

01:57:48.830 --> 01:57:53.650

Benjamin Tuggy (CEC): so with that, I think we can go to the next slide. It sounds like we are going to

1142

01:57:53.930 --> 01:57:59.279

Benjamin Tuggy (CEC): try and power through here, so we can go one more slide.

1143

01:58:00.980 --> 01:58:04.349

Benjamin Tuggy (CEC): Here we have 3 questions for

1144

01:58:04.540 --> 01:58:07.800

Benjamin Tuggy (CEC): consideration by the Advisory Committee.

1145

01:58:08.140 --> 01:58:10.470

Benjamin Tuggy (CEC): just as a way to start the

1146

01:58:10.620 --> 01:58:15.969

Benjamin Tuggy (CEC): conversation here we will have public comment after the Advisory Committee discussion.

1147

01:58:16.590 --> 01:58:20.740

Benjamin Tuggy (CEC): and I will read out these questions for accessibility reasons.

1148

01:58:20.950 --> 01:58:26.920

Benjamin Tuggy (CEC): So the 1st one is, do you recommend further changes to 2024-2025

1149

01:58:26.970 --> 01:58:29.760

Benjamin Tuggy (CEC): funding allocations

1150

01:58:30.180 --> 01:58:34.099

Benjamin Tuggy (CEC): to help the State equitably expand ZEV infrastructure.

1151

01:58:35.780 --> 01:58:37.989

Benjamin Tuggy (CEC): The second question is

1152

01:58:38.110 --> 01:58:42.999

Benjamin Tuggy (CEC): any recommendations for infrastructure for specific vehicle segments.

1153

01:58:44.440 --> 01:58:48.330

Benjamin Tuggy (CEC): and the 3rd is given limited funding this fiscal year.

1154

01:58:48.440 --> 01:58:52.279

Benjamin Tuggy (CEC): What are your recommendations for the workforce development category?

1155

01:58:54.190 --> 01:58:55.270

Benjamin Tuggy (CEC): So

1156

01:58:55.450 --> 01:58:58.480

Benjamin Tuggy (CEC): I already see some raised hands. So that's good.

1157

01:58:59.113 --> 01:59:04.110

Benjamin Tuggy (CEC): Once again you can raise your hand to speak if you're on the advisory committee.

1158

01:59:04.753 --> 01:59:06.669

Benjamin Tuggy (CEC): If you're in the room.

1159

01:59:08.220 --> 01:59:14.359

Benjamin Tuggy (CEC): I think all of you are on zoom as well, so you could just put your raise your hand on zoom as well. That keeps you in the same queue.

1160

01:59:16.100 --> 01:59:20.289

Benjamin Tuggy (CEC): and please state your name when you unmute and begin speaking.

1161

01:59:20.750 --> 01:59:23.010

Benjamin Tuggy (CEC): So let's see here.

1162

01:59:24.550 --> 01:59:26.969

Benjamin Tuggy (CEC): the 1st person

1163

01:59:27.740 --> 01:59:29.910

Benjamin Tuggy (CEC): whose hand is raised is

1164

01:59:30.010 --> 01:59:31.449

Benjamin Tuggy (CEC): Laura Renger

1165

01:59:32.340 --> 01:59:33.710

Benjamin Tuggy (CEC): Laura, go ahead.

1166

01:59:33.710 --> 01:59:38.560

Laura Renger: Thank you, Benjamin. I just had a question. Oh, sorry. Go ahead.

1167

01:59:38.560 --> 01:59:45.380

Patty Monahan: I'm interrupting, but I know. Looks like Vanessa has. Vanessa has a time constraint? There's just some folks that had time constraints

1168

01:59:45.630 --> 01:59:46.660

Patty Monahan: Um.

1169

01:59:46.850 --> 01:59:52.070

Patty Monahan: and so maybe, put in the chat. If you have a time constraint, we should prioritize your comment.

1170

01:59:53.970 --> 01:59:58.969

Patty Monahan: But I think Vanessa's second after you, Laura, but I just want to make sure. Folks who have to leave early have a chance to

1171

01:59:59.090 --> 02:00:00.369

Patty Monahan: make public comment.

1172

02:00:02.260 --> 02:00:04.450

Benjamin Tuggy (CEC): Oh, yeah, thanks for the reminder. Go ahead.

1173

02:00:04.450 --> 02:00:11.949

Laura Renger: Great. Thank you. So my question was just with regard to the change on, could you go back to the slide that goes over the changes.

1174

02:00:13.620 --> 02:00:17.320

Laura Renger: sorry. I'm trying to pull it up here, too. I guess it's

1175

02:00:19.710 --> 02:00:21.999

Laura Renger: looking for the slide number.

1176

02:00:24.060 --> 02:00:26.489

Laura Renger: It's not numbered. Slide 42.

1177

02:00:28.210 --> 02:00:39.199

Laura Renger: Okay, so here it has the the eligible fuel types in the revised draft. The 38.2 is only for electric

1178

02:00:39.230 --> 02:00:46.770

Laura Renger: medium and heavy duty charging infrastructure. Is that right? And the intention is that hydrogen has a separate carve out?

1179

02:00:48.970 --> 02:00:49.890

Benjamin Tuggy: That's correct.

1180

02:00:49.890 --> 02:00:54.100

Laura Renger: Okay? And then if we go to later slides?

1181

02:00:56.210 --> 02:00:59.560

Laura Renger: okay, such as slide 44,

1182

02:01:01.290 --> 02:01:09.539

Laura Renger: then why does it say under eligible fuel types, electric and hydrogen in the eligible fuel types

1183

02:01:09.630 --> 02:01:10.720

Laura Renger: there.

1184

02:01:11.590 --> 02:01:18.209

Benjamin Tuggy: Yeah, that's a great question. And frankly, when we were working on this presentation, they already gave me feedback. It was.

1185

02:01:18.270 --> 02:01:23.240

Benjamin Tuggy: could be maybe a little bit clearer, so we tried to make it as clear as possible. But

1186

02:01:23.370 --> 02:01:28.559

Benjamin Tuggy: there's the difference between the clean transportation program base funds here

1187

02:01:28.850 --> 02:01:32.620

Benjamin Tuggy: and those future greenhouse gas, reduction funds and general funds.

1188

02:01:32.650 --> 02:01:34.809

Benjamin Tuggy: So for the GGRF funding

1189

02:01:34.920 --> 02:01:40.059

Benjamin Tuggy: for medium and heavy duty, hydrogen is eligible under those categories still.

1190

02:01:40.060 --> 02:01:47.689

Laura Renger: Right. So for the CTP funding it would be specific to electric, but in the future for expecting GGRF funding it would.

1191

02:01:48.430 --> 02:01:51.570

Laura Renger: Hydrogen would also be eligible in that category.

1192

02:01:52.550 --> 02:01:53.290

Benjamin Tuggy: Yes, that's right.

1193

02:01:53.290 --> 02:02:01.579

Laura Renger: Okay, thank you. And then, just in general, we generally support these allocations. Thank you for all the hard work that went into this, I think.

1194

02:02:01.897 --> 02:02:09.629

Laura Renger: and the very responsiveness that you've been to all of the comments. So we we just want to say, Thank you for everything. We support this.

1195

02:02:12.510 --> 02:02:13.929

Benjamin Tuggy: All right. Thank you, Laura.

1196

02:02:14.870 --> 02:02:17.149

Benjamin Tuggy: Excellent! Back to this

1197

02:02:17.650 --> 02:02:21.980

Benjamin Tuggy: comments-- questions overview slide. So Vanessa, go ahead.

1198

02:02:23.720 --> 02:02:28.049

Vanessa Warheit (she/her), EVCAC: Thank you, and thank you so much for accommodating my crazy schedule.

1199

02:02:28.670 --> 02:02:34.830

Vanessa Warheit (she/her), EVCAC: I'm going to confess that I am a little confused also by that slide, and

1200

02:02:35.480 --> 02:02:46.310

Vanessa Warheit (she/her), EVCAC: I think what's happened is that you have shifted some of the required hydrogen funds to medium and heavy duty. But if I'm mistaken.

1201

02:02:46.400 --> 02:02:52.399

Vanessa Warheit (she/her), EVCAC: someone please. No, I'm mistaken. I'm seeing Commissioner's head nodding, that I'm mistaken.

1202

02:02:52.460 --> 02:03:04.149

Vanessa Warheit (she/her), EVCAC: We we are generally. I'm just going to say this generally globally. We are generally in favor of using hydrogen funds for medium and heavy duty only, and you can do with that

1203

02:03:05.150 --> 02:03:15.240

Vanessa Warheit (she/her), EVCAC: what you can and what you will. And I. The only other comment I have is for question 3. My recommendations is that you put that 1 million dollars back into

1204

02:03:15.260 --> 02:03:23.670

Vanessa Warheit (she/her), EVCAC: workforce development and just pull a hundred thousand here and there. It's a rounding error from some of these other pots of money. I'm I'm a little

1205

02:03:23.820 --> 02:03:28.290

Vanessa Warheit (she/her), EVCAC: confused and alarmed that their budget was cut 30%

1206

02:03:29.660 --> 02:03:34.979

Vanessa Warheit (she/her), EVCAC: which is effectively what happens when you go from 3 million to 2 million. That's a lot.

1207

02:03:35.240 --> 02:03:41.199

Vanessa Warheit (she/her), EVCAC: That's a big percentage for something that I think we all agree, is an important need, especially when

1208

02:03:41.220 --> 02:04:03.210

Vanessa Warheit (she/her), EVCAC: when we include not just the electricians who are installing it, but also all the technicians. We need to satisfy that 97% uptime requirement. And it's a rounding error for all the other buckets. So I would encourage you to reinstate some of that funding, and I'll leave it to the workforce development folks to tell you best how to deploy it. Thank you so much, and I will be

1209

02:04:03.440 --> 02:04:08.089

Vanessa Warheit (she/her), EVCAC: leaving now unless somebody wants to comment on what I've just said.

1210

02:04:11.330 --> 02:04:16.089

Benjamin Tuggy: Alright. Well, thank you, Vanessa, and I'm glad we were able to accommodate your schedule a little bit. So.

1211

02:04:16.970 --> 02:04:17.849

Vanessa Warheit (she/her), EVCAC: Thank you all.

1212

02:04:19.963 --> 02:04:23.589

Benjamin Tuggy: I think we will move next then to

1213

02:04:23.920 --> 02:04:26.089

Benjamin Tuggy: Sam Wilson, go ahead.

1214

02:04:26.950 --> 02:04:35.970

Sam Wilson: Yeah, thanks. So I did notice that that the overall funding for medium and heavy duty decreased by a couple million dollars.

1215

02:04:36.040 --> 02:04:45.989

Sam Wilson: I'm curious if you all see that being made up elsewhere, either through you know, other state or Federal funding.

1216

02:04:46.447 --> 02:04:49.660

Sam Wilson: So yeah, that's that's the 1st question I have.

1217

02:04:52.940 --> 02:04:54.961

Benjamin Tuggy: Yeah, I could briefly touch on that.



1218

02:04:55.630 --> 02:05:02.010

Benjamin Tuggy: that we did see a little bit of increased medium and heavy duty funds from the Federal

1219

02:05:02.180 --> 02:05:04.899

Kris Peters (CEC IT): Federal funding. So that, like that.

1220

02:05:05.160 --> 02:05:10.939

Benjamin Tuggy: 500 million dollars award to the South Coast air quality management district. So obviously, that's

1221

02:05:11.060 --> 02:05:16.610

Benjamin Tuggy: that doesn't cover the entire state, but that was something that factored into our our reasoning.

1222

02:05:19.470 --> 02:05:27.279

Sam Wilson: Gotcha. Okay? Well, that that's that's good to know. I mean, I I just wanna make sure that you know, net funding for medium and heavy duty isn't isn't declining.

1223

02:05:28.238 --> 02:05:38.031

Sam Wilson: but you know, I understand you guys have competing priorities and with limited resources. So you know that I do respect that.

1224

02:05:39.083 --> 02:05:45.556

Sam Wilson: Yeah, I I think I need a little bit more time to to develop thoughts around on, you know, separating

1225

02:05:46.150 --> 02:05:53.250

Sam Wilson: hydrogen fueling out of, or, you know, just specifically medium and heavy duty.

1226

02:05:53.280 --> 02:05:57.379

Sam Wilson: I think in general, we do need to keep front of mind that.

1227

02:05:57.793 --> 02:06:05.839

Sam Wilson: You know. I guess, just like right sizing our expectations around fuel cell deployment in the medium and heavy duty sector.

1228

02:06:05.890 --> 02:06:07.190

Sam Wilson: I mean, we

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02:06:07.300 --> 02:06:18.509

Sam Wilson: just are not seeing that happening so much. I mean, I've commented earlier that around 3% of tractors deployed last year in California were ZEVs

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02:06:18.857 --> 02:06:23.239

Sam Wilson: less than a 3rd of a percent of that last year was hydrogen.

1231

02:06:23.796 --> 02:06:27.073

Sam Wilson: My understanding is mostly pilot projects.

1232

02:06:27.920 --> 02:06:37.730

Sam Wilson: but you know, with that I think we also need to be keeping in mind that. You know this fund is an opportunity to produce or to to push for

1233

02:06:38.290 --> 02:06:43.399

Sam Wilson: cleaner hydrogen fuel. In addition to right sizing deployments,

1234

02:06:44.230 --> 02:06:56.289

Sam Wilson: making strategic deployments for hydrogen, medium heavy duty vehicles. Just everybody knows this. But just to get it on the record, over 95% of hydrogen is still produced from fossil fuels

1235

02:06:56.661 --> 02:07:05.328

Sam Wilson: and can, you know, have a lifecycle impact? That's that's not too far off of of of Diesel and and and other

1236

02:07:06.460 --> 02:07:24.360

Sam Wilson: fossil fuel or combustion based fuels. So just getting that out there, I just generally think that that you know, when we're thinking about funding. I know that there are legal mandates, and that must be followed here. But

1237

02:07:24.874 --> 02:07:32.630

Sam Wilson: you know, keeping in mind, in addition to the State electrification electrification goals. You know what?

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02:07:34.140 --> 02:07:35.689

Sam Wilson: it's just remaining. And it

1239

02:07:35.750 --> 02:07:58.579

Sam Wilson: top of mind around the environmental justice needs or the need to affect environmental justice across the State, especially for those portside communities and those next to warehouse industrial corridors. And and you know also some of the anticipated roadblocks and medium heavy duty deployment specifically around tractor trucks.

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02:07:58.963 --> 02:08:00.629

Sam Wilson: You know, those trucks are

1241

02:08:00.750 --> 02:08:04.750

Sam Wilson: around 1% of the vehicles on the road but are responsible for like.

1242

02:08:04.780 --> 02:08:10.069

Sam Wilson: believe it's around a 3rd of nitrogen oxide emissions. So just keeping that top of mind.

1243

02:08:10.140 --> 02:08:14.299

Sam Wilson: and I've run out of my time. So I'll pass to the next person and thank you.

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02:08:16.870 --> 02:08:18.359

Benjamin Tuggy: All right. Thank you, Sam.

1245

02:08:18.990 --> 02:08:23.309

Benjamin Tuggy: And next we have Katrina Fritz. Go ahead.

1246

02:08:24.950 --> 02:08:37.590

Katrina Fritz: Hi. So, following on Sam's comments, and we are seeing a much increased demand as Beverly referred to earlier in the transit sector for hydrogen vehicles. We're also seeing an increase on the truck side.

1247

02:08:37.690 --> 02:08:40.929

Katrina Fritz: and we need more support for the fueling infrastructure

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02:08:41.000 --> 02:08:49.699

Katrina Fritz: for those sales to be made. We now have a service center on I 5. That's dealing fuel cell electric trucks.

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02:08:49.950 --> 02:08:54.650

Katrina Fritz: We have plans through the arches, hydrogen hub in the State

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02:08:55.130 --> 02:09:02.790

Katrina Fritz: to have a thousand more buses on the road, and 5,000 more hydrogen fueled trucks.

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02:09:02.810 --> 02:09:12.169

Katrina Fritz: and in a large part in disadvantaged communities, because the Federal hub program is compliant with the justice 40 Federal program as well.

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02:09:12.580 --> 02:09:19.680

Katrina Fritz: So it's important that we continue to fund at an appropriate level.

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02:09:19.800 --> 02:09:22.320

Katrina Fritz: And I believe when we.

1254

02:09:22.400 --> 02:09:39.779

Katrina Fritz: or at least when CHBC and I asked in the last round for clarification what part of that medium and heavy duty charging infrastructure funding was for hydrogen versus electric. We weren't asking for hydrogen to be removed entirely from that category.

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02:09:39.800 --> 02:09:46.590

Katrina Fritz: So now that we now we only have 15 million for light duty, medium duty, and heavy duty, and that is insufficient

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02:09:46.730 --> 02:09:53.290

Katrina Fritz: to meet the demands and to meet the Federal cost share that this, you know, this program could have exponential effect

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02:09:53.520 --> 02:10:00.470

Katrina Fritz: if it continued to support the those funding categories for medium and heavy duty trucks and buses.

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02:10:01.150 --> 02:10:10.130

Katrina Fritz: By supporting this network that has some Federal funding, and that goes for the other Federal funding programs that you cited were used.

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02:10:10.190 --> 02:10:13.770

Katrina Fritz: you know, as another reason to decrease the overall funding

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02:10:13.970 --> 02:10:31.550

Katrina Fritz: to these stations. So you know, I'm wondering what are the CEC's expectations. How many stations do they think 15 million will support? It's it's certainly not enough for the demand that's already presented and codified in the hydrogen hub.

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02:10:31.660 --> 02:10:35.659

Katrina Fritz: you know, application and award that has been made.

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02:10:36.050 --> 02:10:39.739

Katrina Fritz: and I also want to reiterate a comment that was made earlier.

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02:10:40.140 --> 02:10:54.369

Katrina Fritz: The market and the fleet operators need certainty that these programs will be maintained, that the statutory requirements and requirements of the executive order for 200 stations will be fulfilled to meet this market demand

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02:10:54.410 --> 02:11:01.339

Katrina Fritz: and a stop start cycle like we're seeing here. And this decrease down to 15 million of annual funding

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02:11:01.590 --> 02:11:05.140

Katrina Fritz: does not create that certainty that is needed.

1266

02:11:06.261 --> 02:11:13.700

Katrina Fritz: Additionally, I want to make sure, you know, because we don't have the full revised report published at this point.

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02:11:13.770 --> 02:11:24.990

Katrina Fritz: I'd like to ask the CEC. That once that's published, make sure we have at least 2 weeks to review it and provide our written comments. You know I saw the timeline

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02:11:25.040 --> 02:11:28.093

Katrina Fritz: had an asterisk that it might be

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02:11:29.000 --> 02:11:34.490

Katrina Fritz: it that you'd consider extending that. So I'm asking for that extension already in advance.

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02:11:35.570 --> 02:11:36.590

Katrina Fritz: Thank you.

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02:11:37.790 --> 02:11:41.450

Benjamin Tuggy: Absolutely thank you for your comments, Katrina. And yeah.

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02:11:41.680 --> 02:11:42.490

Benjamin Tuggy): cool.

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02:11:42.960 --> 02:11:49.189

Benjamin Tuggy: I I don't want to promise upfront, but I think we can do at least 2 weeks, if if that sounds good to you, Patty, so

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02:11:50.720 --> 02:11:54.929

Benjamin Tuggy: up next we have Mariela, so go ahead.

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02:11:55.930 --> 02:12:06.020

Mariela Ruacho, Lung Association: Thank you. I want to say thank you to staff for your hard work. We support and understand. This was a difficult budget year with significant cuts to various

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02:12:06.230 --> 02:12:09.954

Mariela Ruacho, Lung Association: infrastructure categories. I want to

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02:12:10.890 --> 02:12:12.070

Mariela Ruacho, Lung Association: also

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02:12:12.120 --> 02:12:20.320

Mariela Ruacho, Lung Association: express our support on the focus on zero emission vehicle for medium and heavy duty trucks, and on and off road equipment

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02:12:20.550 --> 02:12:41.369

Mariela Ruacho, Lung Association: and multi family housing and the continued tracking of air pollutant metrics, such as diesel particle pollution for community benefit, to better understand the health benefits from these investments, especially to disadvantaged communities. In terms of recommendations. I did want to suggest.

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02:12:42.128 --> 02:12:46.670

Mariela Ruacho, Lung Association: If the hydrogen refueling funds are undersubscribed.

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02:12:46.730 --> 02:12:55.090

Mariela Ruacho, Lung Association: It would be great to put the funds to good use. To for ready to go. Infrastructure projects, of course.

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02:12:55.670 --> 02:12:56.780

Mariela Ruacho, Lung Association: And thank you.

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02:13:00.630 --> 02:13:05.969

Benjamin Tuggy: All right. Thank you, Mariela. Next I see Micah Mitrosky.

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02:13:07.490 --> 02:13:12.823

Micah Mitrosky: Hi, thank you. And thank you to the staff for all of your work on this workshop.

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02:13:13.270 --> 02:13:29.080

Micah Mitrosky: As we stated in the prior advisory committee meeting. We are concerned about investing workforce dollars into duplicative programs. There is already a well established electrical training infrastructure in California

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02:13:29.150 --> 02:13:36.709

Micah Mitrosky: that covers the skills needed for construction, installation, service, and maintenance of charging infrastructure.

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02:13:37.203 --> 02:13:42.950

Micah Mitrosky: The manufacturing sector, however, is an area where there is a need for training investments.

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02:13:43.060 --> 02:14:06.699

Micah Mitrosky: and our preliminary recommendation is to allocate workforce dollars into supporting the development of registered apprenticeships in the manufacturing sector, prioritizing joint labor management apprenticeship models, and we might be following up with additional comments after we review the full staff report. Thank you.

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02:14:09.710 --> 02:14:10.770

Benjamin Tuggy: Thank you, Micah.

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02:14:11.420 --> 02:14:14.650

Benjamin Tuggy: Next we have Mars Wu. Go ahead.

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02:14:15.730 --> 02:14:22.689

Mars Wu, Greenlining (they/she): Yeah, thanks so much. Again. Echo. Gratitude also for the staff and for Commissioner Monahan for all your hard work.

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02:14:23.564 --> 02:14:28.305

Mars Wu, Greenlining (they/she): I just wanted to emphasize Vanessa and Sam's earlier comments.

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02:14:28.940 --> 02:14:38.279

Mars Wu, Greenlining (they/she): we are, you know, continuing to express concern over hydrogen investments in the light duty sector, especially in the absence of strong, clean hydrogen standards.

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02:14:39.035 --> 02:14:43.929

Mars Wu, Greenlining (they/she): So yeah, really, strongly recommend adopting a standard for clean hydrogen

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02:14:45.390 --> 02:14:50.689

Mars Wu, Greenlining (they/she): and focusing hydrogen investments on hard to electrify sectors, not including light duty

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02:14:51.994 --> 02:14:58.749

Mars Wu, Greenlining (they/she): and then on the workforce question. Reiterating my earlier question

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02:14:58.940 --> 02:15:05.119

Mars Wu, Greenlining (they/she): on gaining a comprehensive understanding of the workforce gap still needed. I think.

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02:15:05.750 --> 02:15:10.995

Mars Wu, Greenlining (they/she): having that understanding will allow us to be able to better target our investments.

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02:15:11.660 --> 02:15:17.640

Mars Wu, Greenlining (they/she): and really glad to see the Energy Commission collaborating with other State agencies

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02:15:17.670 --> 02:15:26.299

Mars Wu, Greenlining (they/she): to streamline workforce development efforts. I think, given the limited resources, that kind of collaboration is really important.

1301

02:15:27.115 --> 02:15:31.490

Mars Wu, Greenlining (they/she): And also support Micah's comments around

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02:15:31.590 --> 02:15:36.520



Mars Wu, Greenlining (they/she): utilizing existing Union apprenticeship and career pathway resources to further

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02:15:36.680 --> 02:15:38.060

Mars Wu, Greenlining (they/she): make the dollars count.

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02:15:42.380 --> 02:15:44.920

Benjamin Tuggy: All right. Thank you, Mars, and I will

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02:15:45.110 --> 02:15:50.319

Benjamin Tuggy: make sure it sounds like we have a follow up item on that workforce question.

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02:15:52.850 --> 02:15:56.279

Benjamin Tuggy: next we have Nick Blair. Go ahead.

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02:15:56.860 --> 02:16:07.289

Nick Blair, ACWA: Yeah, I want to reiterate the thanks to Staff and Commissioner Monahan for hosting this today. Always good to touch base. And I'll be looking forward to the full staff report.

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02:16:07.778 --> 02:16:30.409

Nick Blair, ACWA: In regard to the questions on Number one. I I can understand, I think, as others have said, it's been a tough budget year. So we have to work with what we have. I I guess. Sam from union concerned. Sciences kind of asked my question about the decrease in funding for medium and heavy, and it sounds like that was

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02:16:30.500 --> 02:16:41.260

Nick Blair, ACWA: in consideration of additional Federal dollars we got. So I would just ask that if that is the case, please make that clear in the staff report, because I can imagine others will have the same question and

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02:16:41.410 --> 02:16:45.449

Nick Blair, ACWA: concern. So if that if that is the case, just maybe make that clear.

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02:16:46.029 --> 02:16:56.829

Nick Blair, ACWA: As far as recommendations I I'll just reiterate what I said in my previous comment letter since the conversation they hasn't really emphasized medium and heavy.

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02:16:57.180 --> 02:17:22.550

Nick Blair, ACWA: I think one of the character differences from medium and heavy duty infrastructure is that it isn't an apples to apples comparison for light duty with publicly accessible stations. You have heavier duty fleets that have their charging schedules that they need in my case, public water agencies for the purposes of being able to do maintenance throughout their communities.

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02:17:22.709 --> 02:17:39.880

Nick Blair, ACWA: So I would just encourage that consideration for grant funding opportunities be in consideration of planning and advisory grants which I think align well with the investment plan that can be used for assessment of charging infrastructure, availability cost of deployment

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02:17:40.322 --> 02:17:49.677

Nick Blair, ACWA: and yeah, but I'll I'll just leave it at that. It sounds to like Benjamin is gonna follow up afterwards with additional thoughts on medium and heavy duty

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02:17:50.090 --> 02:17:56.359

Nick Blair, ACWA: funding type ideas. So I look forward to that. And I don't have any input on question number 3. So thank you.

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02:17:59.580 --> 02:18:01.010

Benjamin Tuggy: All right. Thank you, Nick.

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02:18:01.600 --> 02:18:05.170

Benjamin Tuggy: Next is Michael Pimentel. So, Michael, go ahead.

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02:18:07.459 --> 02:18:16.049

Michael Pimentel, California Transit Association: Alright folks. Just a few thoughts, I think, at the highest levels we're supportive of the funding allocations have been outlined

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02:18:16.319 --> 02:18:21.079

Michael Pimentel, California Transit Association: and revise since the last draft report

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02:18:21.199 --> 02:18:31.119

Michael Pimentel, California Transit Association: I would want to emphasize in terms of industries that should benefit from the medium, heavy duty, industry, 1st and foremost, should be public transit given

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02:18:31.379 --> 02:18:51.109

Michael Pimentel, California Transit Association: the public benefit that's directly derived from those investments, and do want to

acknowledge, as Katrina did relative to hydrogen heavy duty deployments that we are seeing a rebalancing within the public transit industry. Early on there was a heavy focus on battery electric technologies.

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02:18:51.109 --> 02:19:06.469

Michael Pimentel, California Transit Association: Those technologies have largely plateaued in terms of range and reliability. But where we are seeing a lot of advantage is with the hydrogen fuel cell electric vehicles and their ability to support agencies in rural territories, in the State

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02:19:06.509 --> 02:19:34.769

Michael Pimentel, California Transit Association: agencies with heavy duty cycles and agencies that have longer term resiliency concerns. And so for that reason, again, we are seeing that rebalancing whereby most agencies who even started with battery electric are starting to infuse into their fleets hydrogen fuel cell vehicles to meet ultimately the goals of the innovative, clean transit regulation, and so would continue to emphasize that as a key priority within the medium and heavy duty bucket

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02:19:34.899 --> 02:19:37.539

Michael Pimentel, California Transit Association: of funding that is provided. Thank you.

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02:19:39.950 --> 02:19:41.549

Benjamin Tuggy: All right. Thank you, Michael.

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02:19:41.920 --> 02:19:46.920

Benjamin Tuggy: Up next we have Greg Cane, who is in the room. So, Greg, you can

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02:19:46.950 --> 02:19:48.429

Benjamin Tuggy: go ahead and unmute.

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02:19:49.740 --> 02:19:56.149

Greg Cane: Thank you. I'd like to follow up on Katrina and Michael's comments. I had some written notes here.

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02:19:56.450 --> 02:20:03.509

Greg Cane: It's widely recognized by fuel cell owners, fuel cell car owners, the trucking industry and academia.

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02:20:03.640 --> 02:20:07.799

Greg Cane: But hydrogen trucks and hydrogen cars have a symbiotic relationship.

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02:20:07.900 --> 02:20:15.220

Greg Cane: That is the success of fuel cell powered cars, helps, fuel cell powered trucks and vice versa.

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02:20:15.720 --> 02:20:23.200

Greg Cane: It's also widely recognized that hydrogen fuel cell powered trucks as 0 emission vehicles will play a prominent role

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02:20:23.220 --> 02:20:26.900

Greg Cane: in the greening of the transportation industry in California.

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02:20:27.330 --> 02:20:36.049

Greg Cane: The ability of these trucks to carry heavier payloads makes it likely that they will haul the bulk of future over the road freight tonnage.

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02:20:36.800 --> 02:20:44.179

Greg Cane: Taking this into account, if we look at Slide 42 on the 3rd row down. Others have talked about this.

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02:20:44.340 --> 02:20:49.389

Greg Cane: It does not make sense to me that we would spend 38 million dollars for electric charging.

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02:20:49.460 --> 02:20:54.439

Greg Cane: and nothing for hydrogen fueling infrastructure for these vehicles.

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02:20:54.650 --> 02:20:57.749

Greg Cane: Can this be reevaluated? Thank you.

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02:20:59.610 --> 02:21:01.626

Benjamin Tuggy: All right. Thank you. Greg.

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02:21:02.420 --> 02:21:04.280

Benjamin Tuggy: and absolutely this is.

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02:21:04.920 --> 02:21:12.559

Benjamin Tuggy: we'll take all of these comments into consideration, for to make sure we have the right funding funding balance. So

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02:21:13.507 --> 02:21:15.630

Benjamin Tuggy: next we have

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02:21:15.740 --> 02:21:17.820

Benjamin Tuggy: Gia Vacin from Go-Biz.

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02:21:20.130 --> 02:21:34.519

Gia Vacin: Hi, thank you. So just like others have said, I just want to acknowledge the Energy Commission for really listening to the feedback. We can see, see it here, and for working hard to balance these very the various needs.

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02:21:34.520 --> 02:21:51.999

Gia Vacin: especially in tight fiscal times. So I like the small dollar shift toward more light duty charging. I think that is appropriate. I do agree that medium heavy duty, it should be a priority, and I think that a little bit more light duty charging makes sense.

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02:21:52.000 --> 02:22:20.769

Gia Vacin: I also think that pulling from the workforce funding could make sense. It really depends on what it's earmarked for right. So some others have said some similar comments, but I understand it was primarily identified for EVITP training, and that there was some back and forth around that. So it might be worth rethinking and just ensuring that the investments are making the impacts that we're aiming to. So whether that's in this year's 24-25, or whether we think about that and sort of revisit for 25,

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02:22:20.770 --> 02:22:35.879

Gia Vacin: 25, and onward, you know, I have less of an opinion about that. But I think it could make sense, for right now, as we're really sorting through some of where the real needs lie, to make sure that the money is actually making the the impact that we're intending it to

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02:22:37.906 --> 02:22:43.570

Gia Vacin: jumping over to the split for hydrogen and charging. So

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02:22:44.830 --> 02:22:52.690

Gia Vacin: so in 24-25, we'll have 78.2 million dedicated to across the weight classes

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02:22:52.920 --> 02:22:58.310

Gia Vacin: for charging infrastructure and 15 million across the weight classes for hydrogen infrastructure. So

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02:22:58.350 --> 02:22:59.512

Gia Vacin: I think that

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02:23:00.450 --> 02:23:14.910

Gia Vacin: it now is feeling more like a ceiling rather than a floor, which was kind of where I think we had had where we were before, where it was, the fuel cell market should have to demonstrate advancement. It should have to compete, but not be hamstrung and limited. So

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02:23:15.390 --> 02:23:18.079

Gia Vacin: something there that feels like a change to me.

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02:23:19.660 --> 02:23:38.840

Gia Vacin: And then I'm assuming that this is a little bit of a question. Answer now or not, but assuming that the supporting the light duty hydrogen is still existing through remaining funds. So I know there's a GFO out the remaining shell funds. Some previously committed funds to keep that moving forward. I assume that that's you know. Still, those are still allocated.

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02:23:38.840 --> 02:23:59.419

Gia Vacin: And then, just in response to the comments about fuel cell uptake in the medium and heavy duty. We won't see advancement in the space or in light duty, for that matter, without infrastructure, and we can't intentionally disadvantage a really necessary technology citing uptake in the early days. Or else we're creating a self fulfilling prophecy. And we're killing a nascent market. So

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02:23:59.500 --> 02:24:01.780

Gia Vacin: and then, with regard to

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02:24:01.920 --> 02:24:12.330

Gia Vacin: hydrogen cleanliness, I fully agree. We the State has to invest in clean, renewable hydrogen, and we are moving in that direction. Let's think about. We're doing the same with the grid. We are moving along

1358

02:24:12.420 --> 02:24:28.120

Gia Vacin: a continuum here. So for fueling and infrastructure investments, the infrastructure itself, I'd recommend not getting wrapped up in creating those requirements. We have other forces at play that are put that are pushing, pushing those right LCFS. We have ARCHES which is all clean, renewable.

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02:24:28.280 --> 02:24:38.900

Gia Vacin: Now, production dollars, if we're investing in production of hydrogen, that's a different story. But as we're thinking about just fueling infrastructure, just a note of caution there, and I'm out of time. Thank you.

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02:24:41.190 --> 02:24:43.240

Benjamin Tuggy: All right. Thank you, Gia, for your comments.

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02:24:43.920 --> 02:24:46.640

Benjamin Tuggy: Next we have Morgan Caswell.

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02:24:48.160 --> 02:24:55.350

Morgan Caswell: Hi, as always. Thank you so much to staff for the thoughtful approach to the investment plan update.

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02:24:55.879 --> 02:25:02.520

Morgan Caswell: You know, this team always listens and does its best to incorporate and balance all of the stakeholder comments.

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02:25:03.096 --> 02:25:10.349

Morgan Caswell: I am supportive of a heavy emphasis on medium and heavy duty infrastructure and set asides for

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02:25:11.047 --> 02:25:13.020

Morgan Caswell: port ZEV infrastructure.

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02:25:13.190 --> 02:25:22.409

Morgan Caswell: I do understand that there has been a lot of Federal investment in the medium and heavy duty infrastructure space. However, I think if you asked

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02:25:22.940 --> 02:25:30.920

Morgan Caswell: the South Coast air quality management district about the medium and heavy duty infrastructure needs in the South Coast Air Basin alone,

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02:25:30.990 --> 02:25:39.409

Morgan Caswell: they would agree that even their nearly 500 million dollar award from EPA is a drop in the bucket compared to the needs that we have

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02:25:39.690 --> 02:25:57.950

Morgan Caswell: today I would recommend that the CEC continue to prioritize infrastructure for ports in California which are working to meet ambitious goals for 0 emission cargo handling equipment as well as State goals for renewable energy and compliance with multiple state air quality regulations.

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02:25:58.250 --> 02:26:04.469

Morgan Caswell: We are still waiting to learn the results of the EPA clean Ports program which was oversubscribed.

1371

02:26:04.570 --> 02:26:14.440

Morgan Caswell: I want to recommend to the CEC that you find some time, perhaps, through the ports collaborative to debrief with ports after the award announcements.

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02:26:14.630 --> 02:26:22.520

Morgan Caswell: My understanding is that California ports requested 1.46 billion from the EPA clean Ports program

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02:26:22.570 --> 02:26:27.699

Morgan Caswell: and the ask from California ports included 0 emission cargo handling equipment.

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02:26:27.710 --> 02:26:36.769

Morgan Caswell: 0 emission trucks and harbor craft at berth, capturing control technologies as well as some 0 emission infrastructure.

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02:26:36.900 --> 02:26:48.879

Morgan Caswell: notably the EPA clean ports program discouraged applications for infrastructure, and capped the percentage of funding that could be requested for infrastructure in their solicitation.

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02:26:48.900 --> 02:26:56.720

Morgan Caswell: And so I'm just highlighting that I, you know, remain concerned that the Federal programs including the port infrastructure development program.

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02:26:56.780 --> 02:27:08.479

Morgan Caswell: aren't always 0 emission infrastructure, friendly. And you know, of course, I'm happy to have further conversations, offline about that. But thank you again, and appreciate the opportunity to make comment.

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02:27:11.090 --> 02:27:12.689

Benjamin Tuggy: All right. Thank you, Morgan.



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02:27:13.510 --> 02:27:15.900

Benjamin Tuggy: Next we have

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02:27:16.140 --> 02:27:18.809

Benjamin Tuggy: Beverly Greene, Beverly. Go ahead.

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02:27:19.150 --> 02:27:25.740

Beverly Greene: Hello! I just want you to know. We are definitely supportive of heavy vehicle investments.

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02:27:25.800 --> 02:27:31.740

Beverly Greene: There's not enough investment by the Federal Government in 0 emission infrastructure.

1383

02:27:31.850 --> 02:27:52.299

Beverly Greene: and that, given that public transit will be crucial to decrease greenhouse gas emissions. It is imperative that HVIP funding remain dedicated to public transit for hydrogen. There are longer lead times required for the local approvals, testing and delivery of public transit, heavy duty vehicles.

1384

02:27:52.320 --> 02:28:06.919

Beverly Greene: It can take 18 to 24 months to deliver something. An agency doesn't just go onto a lot to purchase a public bus like one might go to a car lot to purchase a vehicle

1385

02:28:06.960 --> 02:28:18.789

Beverly Greene: so longer lead times are required, and this is going to be hydrogen and 0 emission is going to be critical to address our greenhouse gas issues. Thank you.

1386

02:28:21.110 --> 02:28:22.630

Benjamin Tuggy: All right. Thank you, Beverly.

1387

02:28:25.880 --> 02:28:31.719

Benjamin Tuggy: I'm going to lower a few hands of folks who have spoken for now.

1388

02:28:32.030 --> 02:28:34.240

Benjamin Tuggy: are there any other

1389

02:28:34.610 --> 02:28:39.089

Benjamin Tuggy: Advisory committee members who would like to speak.

1390

02:28:40.350 --> 02:28:42.969

Benjamin Tuggy: Oh, go ahead. So, Syd.

1391

02:28:44.350 --> 02:28:45.410

Benjamin Tuggy: Oh, okay.

1392

02:28:45.530 --> 02:28:47.579

Benjamin Tuggy: go ahead, Teresa.

1393

02:28:49.000 --> 02:29:03.239

Sydney Vergis: Sydney Vergis, California Air Resources Board. Thank you so much for the time. Thank you to Commissioner Monahan. And of course, thank you to the amazing CEC team, both for today and your cooperation and collaboration on the investment plan.

1394

02:29:03.670 --> 02:29:16.449

Sydney Vergis: I think we can all agree that we're in a time of high levels of ambition and need. We've all invested a lot in terms of cleaning up the air. But 70% of Californians are still breathing unhealthy air.

1395

02:29:16.520 --> 02:29:19.099

Sydney Vergis: So we have our joint work cut out for us.

1396

02:29:19.340 --> 02:29:24.899

Sydney Vergis: We're also in an era of limited resources. So I wanted to particularly call out

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02:29:25.000 --> 02:29:31.920

Sydney Vergis: and thank the CEC. For the thoughtful way that you've gone about balancing these resources this year.

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02:29:32.060 --> 02:29:39.510

Sydney Vergis: I will say that you know California continues to really push the envelope and be leaders in the 0 emission space

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02:29:39.640 --> 02:29:49.400

Sydney Vergis: at the California Resources Board. We have a number of regulations that are mandating the transition to electrification. Given the clean air and climate benefits that come along with that.

1400

02:29:49.520 --> 02:30:18.360

Sydney Vergis: we've got the advanced clean truck regulation that requires manufacturers to bring increasing numbers of 0 emission trucks to market the advanced clean fleets regulation that set the mandate that 100% of all trucks sold in California in 2036 be 0 emission. Of course, we have the the long standing light duty program which requires that 100% of our light duty passenger cars being sold in California be 0 emission by 2035.

1401

02:30:18.460 --> 02:30:19.480

Sydney Vergis: And so

1402

02:30:19.770 --> 02:30:28.889

Sydney Vergis: I really want to thank the CEC for providing, you know, really complimentary supports the electrification transition in both the light medium and heavy duty space.

1403

02:30:28.910 --> 02:30:38.500

Sydney Vergis: It's so critical to make sure that you know these investments are helping lead the way for the transition, but also concentrating these investments where it's needed the most.

1404

02:30:38.540 --> 02:30:59.839

Sydney Vergis: I also wanted to say, you know. Thank you so much about so many of the complementary efforts that are also taking place at the CEC. Including the charging payment, hardware and charger reliability regulations, and your ongoing work to improve vehicle charger interoperability, you know, having a reliable network is just so important for the user experience and and will be critical in the transition.

1405

02:31:00.350 --> 02:31:23.349

Sydney Vergis: So finally, I know we have a lot of work to be done together. But the investment plan really represents a wonderful coming together in terms of, you know, supporting this whole of government approach to the electrification transition. So thank you. Thank you for all your work. Thank you for your continued partnership, and looking forward to continue to work with working with all of you.

1406

02:31:25.170 --> 02:31:28.760

Benjamin Tuggy: Yeah, absolutely. Thank you, Syd or Sydney.

1407

02:31:30.180 --> 02:31:35.629

Benjamin Tuggy: I think next we have Teresa, and then we have another few hands raised.

1408

02:31:36.790 --> 02:32:03.219

Teresa Bui: Thank you. Just want to extend my thanks to CEC Staff for all your hard work on the report, as well as putting the workshop together, just want to echo the comments made by Sam Wilson with union of concerned scientists in terms of hydrogen in the light duty sector, light duty trucks are ripe for electrification and hydrogen. There's a limited source. And so we want to make sure that it's targeted to the hard to decarbonize

1409

02:32:03.340 --> 02:32:08.879

Teresa Bui: sectors, such as shipping and aviation, and then, in terms of the

1410

02:32:08.930 --> 02:32:32.399

Teresa: funding allocations we are in support. Just wanted to maybe flag that I'm not seeing a lot in terms of, like the off-road equipment, such as vessels, ocean going vessels. They are the number one cancer causing emissions at the ports, and want to echo the comments by Morgan. I know that there's a lot of Federal investments, and the State has made through Caltrans

1411

02:32:32.400 --> 02:32:46.709

Teresa Bui: funding for port infrastructure, but would love to see more, you know, in terms of the emerging opportunities for vessels as part of the base funding plan. Thank you.

1412

02:32:48.610 --> 02:32:50.320

Benjamin Tuggy: All right, thank you, Teresa.

1413

02:32:51.290 --> 02:32:56.270

Benjamin Tuggy: So next we'll go back to remote attendees. So, John, go ahead.

1414

02:32:58.570 --> 02:33:09.390

Jon Hart: Yes, thank you. On behalf of Powerflex. We're supportive of the funding allocations. Appreciate that light duty and medium heavy duty have.

1415

02:33:10.050 --> 02:33:14.820

Jon Hart: relatively equal share. And I think there's a lot of need on both sides

1416

02:33:15.417 --> 02:33:22.010

Jon Hart: specifically related to light duty. Wanted to call out the importance of workplace charging in the

1417

02:33:22.633 --> 02:33:27.596

Jon Hart: revised numbers that were sent around in the slides. I know,

1418

02:33:28.500 --> 02:33:43.140

Jon Hart: multi-unit dwellings called out and disadvantaged communities, which also, we believe, are important, but want to again call out workplace charging often is the lowest cost, for drivers

1419

02:33:43.280 --> 02:33:46.030

Jon Hart: happens during daytime hours

1420

02:33:47.440 --> 02:33:54.839

Jon Hart: long. Dwell times where you can load management. A lot of benefits kind of all around come

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02:33:54.870 --> 02:33:58.440

Jon Hart: from workplace charging. So want to highlight that. Thank you.

1422

02:34:01.150 --> 02:34:02.569

Benjamin Tuggy: Alright. Thank you, John.

1423

02:34:03.040 --> 02:34:07.970

Benjamin Tuggy: Next I see Morris. So, Morris, you may unmute.

1424

02:34:08.790 --> 02:34:18.109

Morris Lum: Thank you. Everyone. I appreciate the Energy Commission, attention to the diverse and equitable side of clean transportation. This is all new and complex.

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02:34:18.320 --> 02:34:26.170

Morris Lum: The open conversation of the many areas for clean transportation in the present and future with the built environment is very complicated.

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02:34:26.530 --> 02:34:41.440

Morris Lum: I strongly believe that the workforce budget that is, that should be as much as possible to facilitate increase available technicians for the new companies and businesses that will arrive from a faster deployment of infrastructure.

1427

02:34:41.610 --> 02:34:47.180

Morris Lum: It'll be a tremendous opportunity for the new workforce in clean energy in the job market.

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02:34:47.280 --> 02:34:52.639

Morris Lum: The future of long, long-term employment in this area will be amazing for California.

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02:34:52.660 --> 02:34:53.939

Morris Lum: I thank you all.

1430

02:34:56.530 --> 02:34:57.889

Benjamin Tuggy: All right. Thank you, Morris.

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02:34:59.280 --> 02:35:00.195

Benjamin Tuggy: So

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02:35:01.260 --> 02:35:03.790

Benjamin Tuggy: I don't think we need to switch to the

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02:35:04.150 --> 02:35:07.870

Benjamin Tuggy: separate instruction side for the Advisory Committee. I believe

1434

02:35:07.960 --> 02:35:16.469

Benjamin Tuggy: every advisory committee member is either in the room or on zoom. So if anyone else on the committee would like to raise their hand

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02:35:16.680 --> 02:35:18.960

Benjamin Tuggy: and speak, we'll give it

1436

02:35:19.310 --> 02:35:22.769

Benjamin Tuggy: minute or 2 if anyone has last minute thoughts.

1437

02:35:31.870 --> 02:35:36.180

Benjamin Tuggy: I see Gia Commissioner Monahan, are you okay? If

1438

02:35:36.320 --> 02:35:38.640

Benjamin Tuggy: Gia adds a little something extra.

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02:35:40.050 --> 02:35:41.000

Patty Monahan: Yes, definitely.

1440

02:35:41.400 --> 02:36:09.754

Gia Vacin: Thank you. It just occurred to me when I was. We were thinking about the slides where the additional funds that are coming in from the Federal dollars were were included, including the Tri-state, charging and and fueling infrastructure and NEVI funds and things. And I it seems to me that that CEC is considering what those projects look like, where those investments are going to be made. What that, what that funding is, you know, for for the for the technology types and infrastructure.

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02:36:10.750 --> 02:36:23.999

Gia Vacin: so I'd be surprised if you hadn't. But just thinking about how more in terms of a systems approach. And what does the ecosystem look like, including these investments with with those Federal dollars that are coming in, I think is really important. And it's it's not

1442

02:36:24.120 --> 02:36:36.309

Gia Vacin: totally clear to me, because we haven't mapped it out. But maybe worth just taking, you know, an additional look to make sure we're covering gaps or thinking through areas that that aren't being covered through some of those federal dollars as well.

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02:36:39.340 --> 02:36:39.869

Gia Vacin: Thank you.

1444

02:36:39.870 --> 02:36:48.399

Benjamin Tuggy: Absolutely and hopefully. When the revised staff draft is released it'll have maybe a bit more context as well. But, Elise, go ahead.

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02:36:50.080 --> 02:36:56.909

Elise Candelaria: Hi there. Given that I'm from the employment training panel. I'd like to comment on the workforce Development Category

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02:36:56.940 --> 02:37:00.249

Elise Candelaria: and say, the 1st

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02:37:00.380 --> 02:37:13.960

Elise Candelaria: recommendation our agency uses the pay for performance, contract model to fund the incumbent worker training and recommend using that that pay for performance model whenever possible, to ensure the successful projects

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02:37:13.980 --> 02:37:22.590

Elise Candelaria: with an emphasis on the critical skills that are needed and voiced by the employers for customized training plans.

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02:37:23.235 --> 02:37:29.890

Elise Candelaria: and industry industry recognized credentials on on the training plans to being key.

1450

02:37:30.030 --> 02:37:39.089

Elise Candelaria: Now also wanted to say that ETP will always use its core funding around 100 million dollars a year

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02:37:39.110 --> 02:37:40.290

Elise Candelaria: for

1452

02:37:40.980 --> 02:37:54.220

Elise Candelaria: for funding training, including the recognized apprenticeship programs and journey worker skills. And and with the CEC investment and partnership with ETP, we're able to expand our efforts and the goals of the

1453

02:37:54.240 --> 02:38:02.329

Elise Candelaria: transportation program and specifically expand our outreach to the nonprofit and municipal employers.

1454

02:38:02.620 --> 02:38:10.170

Elise Candelaria: And in regards to investment for workforce. Also we want to work with manufacturing companies, but especially

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02:38:10.330 --> 02:38:14.859

Elise Candelaria: more so as the State receives additional investments.

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02:38:15.950 --> 02:38:18.549

Elise Candelaria: Thank you, Staff, for all your work on this.

1457

02:38:21.510 --> 02:38:23.000

Benjamin Tuggy: All right. Thank you, Elise.

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02:38:25.040 --> 02:38:31.229

Benjamin Tuggy: Why don't we give just another minute? If any other advisory committee members would like to raise their hand.

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02:38:31.320 --> 02:38:34.130

Benjamin Tuggy: and then we'll transition to public comment.

1460

02:38:43.990 --> 02:38:45.390



Rev. Charles Dorsey: I'm trying to raise my hand.

1461

02:38:46.350 --> 02:38:50.460

Benjamin Tuggy: Oh, okay. I saw you unmuted. Briefly, Dr. Dorsey, go ahead.

1462

02:38:54.832 --> 02:39:03.649

Rev. Charles Dorsey: Yeah, I think well, let me just you know, I feel like sometimes I quite critical. And I realize that's part of our responsibility.

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02:39:04.654 --> 02:39:08.479

Rev. Charles Dorsey: The changes to the allocation

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02:39:08.968 --> 02:39:14.379

Rev. Charles Dorsey: we've already sort of talked at length about some of the concerns that are there. And so

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02:39:14.570 --> 02:39:15.370

Rev. Charles Dorsey: oh.

1466

02:39:15.530 --> 02:39:17.790

Rev. Charles Dorsey: I think I'm gonna put my hat in the ring

1467

02:39:17.810 --> 02:39:21.999

Rev. Charles Dorsey: to to acknowledge that some of these

1468

02:39:23.760 --> 02:39:26.330

Rev. Charles Dorsey: allocations are.

1469

02:39:26.650 --> 02:39:31.760

Rev. Charles Dorsey: an attempt to move the needle in a direction that we have not before, and

1470

02:39:31.780 --> 02:39:35.329

Rev. Charles Dorsey: I want to salute that. And so, as a consequence.

1471

02:39:35.370 --> 02:39:39.960

Rev. Charles Dorsey: right, it's hard to recommend changes in a pilot

1472

02:39:40.140 --> 02:39:41.490

Rev. Charles Dorsey: opportunity.

1473

02:39:41.570 --> 02:39:48.360

Rev. Charles Dorsey: And I so I want to acknowledge that. So so the the question in itself brings me to a place where I feel like

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02:39:48.370 --> 02:39:49.540

Rev. Charles Dorsey: I should

1475

02:39:49.910 --> 02:39:50.840

Rev. Charles Dorsey: just

1476

02:39:51.430 --> 02:39:54.049

Rev. Charles Dorsey: offer that as a reminder

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02:39:54.120 --> 02:39:55.530

Rev. Charles Dorsey: right? Right?

1478

02:39:55.570 --> 02:40:00.469

Rev. Charles Dorsey: I I would love to be able to give feedback, but I also want to rely

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02:40:00.740 --> 02:40:02.910

Rev. Charles Dorsey: on the effort

1480

02:40:03.010 --> 02:40:05.710

Rev. Charles Dorsey: to try something we've never tried before.

1481

02:40:05.840 --> 02:40:06.930

Rev. Charles Dorsey: and so.

1482

02:40:07.010 --> 02:40:09.870

Rev. Charles Dorsey: you know, my support is is gray.

1483

02:40:10.330 --> 02:40:13.870

Rev. Charles Dorsey: because the attempt in itself is gray.

1484

02:40:13.900 --> 02:40:17.289

Rev. Charles Dorsey: and it's not a bad or a good thing. It's just gray.

1485

02:40:17.310 --> 02:40:21.910

Rev. Charles Dorsey: And so we are both in equal risk.

1486

02:40:21.960 --> 02:40:23.020

Rev. Charles Dorsey: I just

1487

02:40:23.440 --> 02:40:25.940

Rev. Charles Dorsey: as it as it relates to recommendations.

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02:40:27.830 --> 02:40:34.660

Rev. Charles Dorsey: I think there is an opportunity for subject matter expertise to be pulled out of underserved populations.

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02:40:34.730 --> 02:40:36.389

Rev. Charles Dorsey: I think there are people who work

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02:40:36.946 --> 02:40:57.300

Rev. Charles Dorsey: very closely with heavy duty and medium duty vehicles that are still trying to find a way to the table. You know, mechanics, technicians, and they should actually be a prominent voice in those rooms. And so if there hasn't been a round table or a catch, all to be able to invite them into the room, I think it's a good opportunity to be able to do that.

1491

02:40:57.755 --> 02:41:03.160

Rev. Charles Dorsey: For those specific segments. The other segment is to pull throughout the State

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02:41:03.745 --> 02:41:17.440

Rev. Charles Dorsey: underused facilities for community based, and faith based organizations and broker deals to use their facilities and use some of our funds to rent out their facilities. Take those people who might

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02:41:17.470 --> 02:41:22.239

Rev. Charles Dorsey: be teaching and put them in those facilities and send the communities there, and it's a triple win.

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02:41:23.000 --> 02:41:30.199

Rev. Charles Dorsey: if you ask me. And as it relates, then I think that that will speak directly to the workforce opportunity, something that has alluded

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02:41:30.290 --> 02:41:34.929

Rev. Charles Dorsey: our communities for a very long time, and I think that placing it

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02:41:35.605 --> 02:41:42.499

Rev. Charles Dorsey: in these facilities, where people frequent will really create an advantage. And so that's my strong recommendation

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02:41:42.530 --> 02:41:52.239

Rev. Charles Dorsey: that all of the facility dollars be put into staples in these communities. And I think that's something that will push this forward, and that's my time.

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02:41:54.750 --> 02:41:56.490

Benjamin Tuggy: All right. Thank you, Dr. Dorsey.

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02:41:58.532 --> 02:42:02.537

Benjamin Tuggy: Elise, I'm going to lower your hand.

1500

02:42:04.250 --> 02:42:07.150

Benjamin Tuggy: But if anyone

1501

02:42:07.640 --> 02:42:12.910

Benjamin Tuggy: else on the advisory committee would like to speak otherwise. I think, Commissioner, we can

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02:42:13.100 --> 02:42:15.130

Benjamin Tuggy: move to public comment.

1503

02:42:15.530 --> 02:42:18.979

Patty Monahan: Can. I just take one second, Benjamin. So

1504

02:42:19.100 --> 02:42:36.390

Patty Monahan: before I know we're going to turn to public comment now. But I and I just want to start by thanking the Advisory Committee for participating in this, and you know, for all the comments that folks made about recommendations for changing allocations. I've just been listening. I think, of the whole team has been listening and trying to

1505

02:42:36.590 --> 02:42:40.726

Patty Monahan: just absorb the comments and think through what makes sense.

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02:42:41.410 --> 02:42:48.599

Patty Monahan: I want to just acknowledge the hard work that Benjamin Tuggy, Charles Smith, Marissa Williams.

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02:42:48.750 --> 02:42:58.379

Patty Monahan: Mabel Mabel Lopez, who's going to be helping out on some of the public Q. and A. I just it's been a lot of work, and there's a lot of work behind the scenes to

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02:42:58.520 --> 02:43:07.079

Patty Monahan: get the revisions to the investment plan. Make the changes. They'll be posted in the next day or 2, so you'll be able to see the whole investment plan. But

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02:43:07.350 --> 02:43:12.240

Patty Monahan: it's a lot of work, and we're trying to get it done by the end of this calendar year.

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02:43:12.300 --> 02:43:14.629

Patty Monahan: So we don't run into like

1511

02:43:14.660 --> 02:43:20.289

Patty Monahan: a new budget cycle. We're trying hard. We'll see if we can get to the finish line this year. But that's our goal

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02:43:20.420 --> 02:43:21.235

Patty Monahan: and

1513

02:43:22.060 --> 02:43:38.859

Patty Monahan: and the team works really hard. So I just want to give a big shout out to everybody who's been working on the investment plan and say, Thank you for your hard work, and, thanks to all the advisory committee members just in case some of you drop off. I wanted to offer my thanks, and

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02:43:38.870 --> 02:43:52.000

Patty Monahan: if there's some follow ups, I think we'll some folks had some questions that we couldn't answer. So the team, I know is working behind the scenes to get that. Follow up, Michael. I'm going to follow up with you to talk about the transit funding.

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02:43:52.410 --> 02:44:14.069

Patty Monahan: Pick your brain a little bit on that, but just appreciate everybody's time and energy, and really looking forward to the public comment as well. I want to make sure, like we listen to, just because you're not on the advisory committee doesn't mean we're not listening to you. Please submit your comments. Either you know, in verbally or in writing. We will take either one, and we'll we're going to listen to all the comments that we receive

1516

02:44:14.230 --> 02:44:24.339

Patty Monahan: whether or not you're on the advisory committee. So with that, I'm going to turn it back over to you, Benjamin, but I just wanted to say that in case folks from the AC Had to drop off.

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02:44:27.230 --> 02:44:28.779

Benjamin Tuggy: All right. Thank you, Commissioner.

1518

02:44:29.384 --> 02:44:31.320

Benjamin Tuggy: So I'm going to

1519

02:44:31.540 --> 02:44:36.211

Benjamin Tuggy: invite my colleague, Mabel Aceves Lopez up here to

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02:44:36.810 --> 02:44:39.649

Benjamin Tuggy: facilitate public comment. So we'll

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02:44:39.680 --> 02:44:41.959

Benjamin Tuggy: just transition a little bit here.

1522

02:44:54.580 --> 02:45:00.360

Mabel Lopez: Alright. Hello, everyone. I'm Mabel Aceves Lopez, assistant project manager for the investment plan.

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02:45:00.410 --> 02:45:03.380

Mabel Lopez: We will now go into our public comment period.

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02:45:03.630 --> 02:45:09.480

Mabel Lopez: We will start with attendees in a room, then move to those who are joining us virtually, and by phone via zoom.

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02:45:10.050 --> 02:45:18.530

Mabel Lopez: If you are joining us at the in-person location. Please notify us if you'd like to make a comment by approaching the podium and forming a line if needed.

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02:45:26.330 --> 02:45:27.110

Mabel Lopez: Okay.

1527

02:45:27.430 --> 02:45:31.569

Mabel Lopez: we do have a couple of people here. So before you make your comment, please

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02:45:31.860 --> 02:45:35.379

Mabel Lopez: spell your name, state your affiliation, and you may begin your comments.

1529

02:45:42.820 --> 02:45:45.209

Noah Garcia: Oh, sorry. This is better. Okay. Great.

1530

02:45:45.400 --> 02:45:52.140

Noah Garcia: Sorry. My name is Noah Garcia. The spelling is NOAH. GARC. IA.

1531

02:45:52.300 --> 02:45:54.280

Noah Garcia: And I'm with EVgo.

1532

02:45:57.380 --> 02:46:07.920

Noah Garcia: all right. Am I ready to? Oh, sorry. The clock is already starting. All right. Well, good morning, and thanks again for the opportunity to provide feedback. Today I'm imagining you all sitting before me at the podium.

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02:46:08.310 --> 02:46:16.139

Noah Garcia: But I'm Noah Garcia with EVgo and EVgo is one of the country's largest public fast charging providers. We have about 1,500

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02:46:16.200 --> 02:46:21.749

Noah Garcia: fast chargers in the State, and about 40% of those are in low income or disadvantaged communities.

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02:46:21.980 --> 02:46:27.670

Noah Garcia: And I really wanted to 1st commend the CEC's leadership in developing effective EV charging programs

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02:46:27.730 --> 02:46:34.739

Noah Garcia: and at the same time reinforce the importance of continuing signature, EV charging block grants like CALeVIP 2.0

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02:46:34.780 --> 02:46:53.489

Noah Garcia: CALeVIP 2.0 in many ways has become a national best practice and program design for deploying, fast charging at scale, and in particular the introduction of a tiered lottery system that promotes larger shovel-ready projects has not only meaningfully accelerated

project development, but has also encouraged the development of larger, fast charging sites

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02:46:53.560 --> 02:46:57.929

Noah Garcia: that we know are necessary for improving the public. Charging. Experience

1539

02:46:58.200 --> 02:47:04.249

Noah Garcia: looks like my time has run out, but if there's opportunity for more happy to provide more or save that for later.

1540

02:47:05.310 --> 02:47:14.389

Mabel Lopez: Thank you. And we are actually going to transition to having a 2 min timer. So if you want to continue with your comments. That would be great, because my comments were 2 min in length.

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02:47:14.935 --> 02:47:25.069

Noah Garcia: So yeah, just picking up from there. Yeah. As I was saying, this is really those bigger charging stations are essential for improving the public, charging experience.

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02:47:25.090 --> 02:47:30.369

Noah Garcia: particularly for the growing number of EV drivers that we know, do not have reliable access to home charging today

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02:47:30.470 --> 02:47:35.580

Noah Garcia: so overall restarting. CALeVIP 2.0 this year would put California in a much stronger position

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02:47:35.640 --> 02:47:37.850

Noah Garcia: to achieve its EV adoption goals

1545

02:47:38.189 --> 02:47:48.359

Noah Garcia: and in addition, and in a similar vein to the comments that were raised this morning, we really encourage the CEC to leverage this investment plan process to release a predictable and durable schedule

1546

02:47:48.470 --> 02:47:50.830

Noah Garcia: of future funding solicitations.

1547

02:47:50.850 --> 02:48:04.390

Noah Garcia: EV charging providers make business decisions based on the public information that is communicated from the CEC. And funding



instability can have adverse impacts on the siting and development of otherwise viable fast charging projects.

1548

02:48:04.410 --> 02:48:09.579

Noah Garcia: Conversely, transparent scheduling can create a more stable environment for California's growing ZEV economy

1549

02:48:09.610 --> 02:48:12.289

Noah Garcia: and lead to more consistent fast charging deployments.

1550

02:48:12.310 --> 02:48:17.960

Noah Garcia: So overall. Thanks again for the opportunity to speak today about the importance of block grants like CALeVIP 2.0,

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02:48:17.970 --> 02:48:23.530

Noah Garcia: and for the importance of future looking funding schedules that support California ZEV. Goals, we look forward to being a resource.

1552

02:48:27.060 --> 02:48:28.309

Mabel Lopez: Great. Thank you.

1553

02:48:28.580 --> 02:48:32.180

Mabel Lopez: If anyone else in the room would like to make a comment. Please approach the podium.

1554

02:48:32.430 --> 02:48:36.310

Mabel Lopez: spell your name, and state your affiliation, and you will have 2 min to speak.

1555

02:48:42.220 --> 02:49:04.209

Brandon Wong: There we go. Good morning. My name is Brandon Wong. It's spelled BRAN DON. Last name is WONG. And I'm here today representing the electric Vehicle Charging Association, or EVCA. EVCA. Is a trade association of 22 leading companies within the EV charging ecosystem, and we'd like to begin by thanking staff, thanking the Commissioner and thanking members of this advisory committee for their work to put on this latest update to the investment plan.

1556

02:49:04.522 --> 02:49:16.089

Brandon Wong: In particular, we'd like to thank Commission Staff for making additional funds available for light duty, EV charging infrastructure and for maintaining an equitable approach between light and medium and heavy duty. Infrastructure over this last revision.

1557

02:49:16.560 --> 02:49:38.230

Brandon Wong: as noted in the draft report, CTP. Block grants have been a cornerstone for the equitable deployment of EV charging infrastructure across the State, and these funds will allow California to continue moving forward and achieving its near-term deployment goals to further ensure California remains on track. EVCA would like to echo the comments made by CalETC and EVgo, and we'd like to thank the Commissioner for her comments earlier this morning, as well

1558

02:49:38.230 --> 02:49:49.239

Brandon Wong: about the need for the Commission to consider a more using the CTP's dedicated and consistent revenues to communicate more clear and predictable funding cycles for program applicants.

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02:49:49.240 --> 02:50:18.080

Brandon Wong: While we recognize the State's in a challenging budget outlook even with varying levels of funding standardized application windows could provide EV charging providers with the certainty and market stability needed for more efficient capital planning business operations and the development of higher quality projects that better meet the CEC specifications and the State's overall deployment goals. In closing, we'd like to once again thank the Commission staff presiding member and members of the committee, and we look forward to continuing to engage with you all as we move forward. Thank you.

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02:50:22.620 --> 02:50:29.740

Mabel Lopez: Thank you again. If anyone in the room would like to make a comment. Please approach the podium now, and I'll switch to our 2 min timer.

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02:50:49.680 --> 02:50:55.280

Mabel Lopez: I'm not seeing anyone else in the room approaching, so we will now transition into our

1562

02:50:55.430 --> 02:50:56.989

Mabel Lopez: virtual attendees.

1563

02:51:00.560 --> 02:51:07.709

Mabel Lopez: 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.

1564

02:51:07.770 --> 02:51:18.319

Mabel Lopez: If you're online, you will click on the open palm at the bottom of your screen to raise your hand, and if you are joining us by phone, please press Star 9 to raise your hand and star 6 to unmute

1565

02:51:18.720 --> 02:51:24.380

Mabel Lopez: before making our comment. Please spell your name for the record, state any affiliation, and then you may begin.

1566

02:51:24.450 --> 02:51:29.999

Mabel Lopez: You're asking for comments to be 2 min or less. There will be a timer on the screen.

1567

02:51:33.980 --> 02:51:39.869

Mabel Lopez: and we do have a few hands. So we'll start with Matt Miyasato. I will

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02:51:40.040 --> 02:51:42.820

Mabel Lopez: allow you to unmute.

1569

02:51:49.940 --> 02:51:53.810

Mabel Lopez: or can someone else on the team do it. I can't seem to get the setting on my end.

1570

02:51:58.910 --> 02:52:05.070

Matt Miyasato (FirstElement): There we go. Thank you. Dr. Matt Miyasato, MATT. Last name, MIYA. SATO.

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02:52:05.140 --> 02:52:18.699

Matt Miyasato (FirstElement): I'm the Chief Public Policy officer at 1st element fuel. 1st of all, I just want to say thank you to the Energy Commission, and in particular, Commissioner Monahan. You guys have been big supporters of a homegrown business in California, and we certainly do appreciate your support.

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02:52:18.700 --> 02:52:37.670

Matt Miyasato (FirstElement): Just want to make a couple comments with respect to the funding plan allocations. Just something that seems inequitable at the face of it is 80 million dollars for EVSE across all sectors, and only 15 for hydrogen across all sectors, even though you've heard from others that even medium and heavy duty makes a lot of sense for hydrogen infrastructure.

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02:52:37.690 --> 02:52:51.000

Matt Miyasato (FirstElement): So I just want to pose. The question is, how does this comport with combining with ARCHES? Because we know that the DOE funds will be used mostly for production and not for infrastructure or the placement of stations.

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02:52:51.130 --> 02:53:02.919

Matt Miyasato (FirstElement): And how does that even reconcile with Staff's own estimates on? I think it was Slide 18. We're double the fuel cell light duty population in 2029, and the network is not capable of handling it currently.

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02:53:02.980 --> 02:53:27.079

Matt Miyasato (FirstElement): And then, finally, the medium duty trucks the U.S. Car and the OEM The domestic OEMs have all acknowledged that these larger format pickup trucks will fuel at neighborhood stations, and so really would ask you to reconsider putting funding toward light and medium duty, hydrogen infrastructure. Because this is where that segment will fuel, not at your pilot and travel center truck stops

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02:53:27.110 --> 02:53:31.249

Matt Miyasato (FirstElement): along highways. So I appreciate the the opportunity to comment. Thank you.

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02:53:35.820 --> 02:53:37.040

Mabel Lopez: Great. Thank you.

1578

02:53:37.290 --> 02:53:40.579

Mabel Lopez: We will now go to Mikhael Skvarla.

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02:53:41.320 --> 02:53:47.430

Mabel Lopez: We will now allow you to unmute. Please spell your name, stay any affiliation, and then begin your comment.

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02:53:51.210 --> 02:54:01.090

Mikhael Skvarla: Yeah. My name is Mikhael Skvarla, MIKH. A, ELSK. VARL. A. Here, on behalf of the California hydrogen coalition

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02:54:01.526 --> 02:54:07.232

Mikhael Skvarla: want to express our appreciation to the Advisory Committee and CEC Staff for hosting this workshop. And the

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02:54:08.000 --> 02:54:11.437

Mikhael Skvarla: more clarity on the proposed changes

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02:54:12.020 --> 02:54:17.611

Mikhael Skvarla: wanted to echo some of the comments, and indicate that we will follow up in writing

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02:54:17.980 --> 02:54:23.730

Mikhael Skvarla: But we believe that the comments from GO-Biz are well taken. We are kind of in the early stages of deployment of

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02:54:23.850 --> 02:54:33.860

Mikhael Skvarla: particularly the medium and heavy state, but with our State goals and our near term aspirations for all light duty would be 0 emission by 2035, and 2045 goals for medium, heavy duty

1586

02:54:34.030 --> 02:54:40.820

Mikhael Skvarla: along with our carbon neutrality goals of the State of California. We have to recognize scale and pace to achieve the outcomes that we desire

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02:54:40.870 --> 02:54:53.642

Mikhael Skvarla: far exceed the funding in this one program alone. And we need to figure out creative ways to ensure that we are driving that deployment and penetration throughout all segments and all Californians. There's not a 1 size fits all approach in any

1588

02:54:53.990 --> 02:55:04.200

Mikhael Skvarla: technology space. And so to say, that battery is preferred to fuel cell will omit and leave people on the sidelines, and we need to be inclusive as we look forward.

1589

02:55:04.370 --> 02:55:19.110

Mikhael Skvarla: Not all driving behaviors are the same, not all patterns are the same, not all commercial activities are the same. And so we can't just rely on one source. And so to that end we encourage to continue to invest in the hydrogen refueling equipment. Also medium duty is kind of a

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02:55:19.460 --> 02:55:25.030

Mikhael Skvarla: amorphous class. There are some larger medium duty that will likely be paired with heavy duty.

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02:55:25.100 --> 02:55:30.810

Mikhael Skvarla: It's also the vast majority of the meeting duty fleet, if you examine it, is in the construction space

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02:55:30.940 --> 02:55:43.270

Mikhael Skvarla: job sites aren't electrified until the very end, for safety reasons and other purposes. To that end. Fuel, cell electric trucks are likely going to be what is most seen on job sites be on linear construction projects, or otherwise

1593

02:55:43.290 --> 02:55:53.619

Mikhael Skvarla: commercial and residential. And so to that end, if we are also getting rid of light duty, small generators having that on board, energy capacity is necessary.

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02:55:53.730 --> 02:56:02.589

Mikhael Skvarla: So we'll follow up on the environmental integrity pieces in written comments. But we wanna make sure that everyone's aware that fuel cells today are delivering more renewable power than the grid.

1595

02:56:07.300 --> 02:56:08.430

Mabel Lopez: Great. Thank you.

1596

02:56:08.900 --> 02:56:11.050

Mabel Lopez: Next we have Janet Orth.

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02:56:11.260 --> 02:56:18.039

Mabel Lopez: Please spell your name, state your affiliation, and then begin your comment. We will now allow you to unmute.

1598

02:56:19.910 --> 02:56:24.910

Janet Orth, Mendocino COG: Yes, good morning. My name is Janet Orth. Last name is spelled ORTH.

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02:56:24.930 --> 02:56:29.860

Janet Orth, Mendocino COG: I'm the moderator for the North State. ZEV working group.

1600

02:56:30.330 --> 02:56:41.520

Janet Orth, Mendocino COG: Will the investment program include any strategy to address geographic regions, as has been done with the rural electric vehicle grants in CALeVIP

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02:56:42.550 --> 02:56:54.670

Janet Orth, Mendocino COG: to date the 16 County North State Super region still has only 1% of public and shared private chargers in California. According to the Energy Commission data.

1602

02:56:55.330 --> 02:57:07.790

Janet Orth, Mendocino COG: many of these communities are disadvantaged and realize that their economic futures depend on being prepared for ZEV transportation in tourism, goods movement, and interstate commerce.

1603

02:57:08.020 --> 02:57:09.910

Janet Orth, Mendocino COG: Thanks very much to all of you.

1604

02:57:14.850 --> 02:57:15.590

Mabel Lopez: Thank you.

1605

02:57:17.460 --> 02:57:24.400

Mabel Lopez: and I don't see any other hands on zoom. So again, if you'd like to make a comment, please use the raise hand feature.

1606

02:57:24.500 --> 02:57:31.160

Mabel Lopez: If you are calling in, you can use Star 9 to raise your hand and star 6 to unmute.

1607

02:57:53.450 --> 02:57:58.469

Mabel Lopez: Okay, it seems like we don't have any other commenters during this public comment period.

1608

02:57:58.760 --> 02:58:03.119

Mabel Lopez: So that concludes this section, and we will. Now.

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02:58:03.440 --> 02:58:05.309

Mabel Lopez: I'll now hand it back to you, Benjamin.

1610

02:58:16.290 --> 02:58:22.100

Benjamin Tuggy: All right. Thank you very much, Mabel, and to all our public commenters as well as our advisory committee.

1611

02:58:22.310 --> 02:58:27.990

Benjamin Tuggy: So I think we can switch back to the main slide deck

1612

02:58:28.800 --> 02:58:30.080

Benjamin Tuggy: perfect.

1613

02:58:30.810 --> 02:58:36.009

Benjamin Tuggy: and I'll give a few closing reminders before

1614

02:58:36.040 --> 02:58:38.740

Benjamin Tuggy: Commissioner Monahan gives her closing remarks.

1615

02:58:38.960 --> 02:58:40.490

Benjamin Tuggy: So if

1616

02:58:40.760 --> 02:58:46.680

Benjamin Tuggy: if you're a subscriber to our email subscription topic, the clean transportation program topic.

1617

02:58:46.840 --> 02:58:54.090

Benjamin Tuggy: Please check that for the investment plan to be posted soon. The full revised staff draft.

1618

02:58:54.390 --> 02:59:01.639

Benjamin Tuggy: You can also go to docket number 24 dash ALT, dash 01.

1619

02:59:02.340 --> 02:59:10.030

Benjamin Tuggy: Once again we may extend that comment deadline. So currently the comment deadline is October 15th

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02:59:10.250 --> 02:59:15.440

K Benjamin Tuggy: But we may extend that due to the delay with publishing the full revised staff draft.

1621

02:59:16.540 --> 02:59:19.320

Benjamin Tuggy: We also are soon going to

1622

02:59:19.330 --> 02:59:23.380

Benjamin Tuggy: email advisory committee members. A brief survey on

1623

02:59:23.520 --> 02:59:26.229

Benjamin Tuggy: just to gather some feedback on today's meeting.

1624

02:59:27.810 --> 02:59:29.740

Benjamin Tuggy: and I think

1625

02:59:30.090 --> 02:59:33.179

Benjamin Tuggy: that is what I wanted to cover.

1626

02:59:33.270 --> 02:59:37.460

Benjamin Tuggy: So, Commissioner Monahan, would you like to close this out here.

1627

02:59:37.980 --> 02:59:42.721

Patty Monahan: I'll just be really brief. So again, welcome your feedback submit comments, I think.

1628



02:59:43.290 --> 02:59:54.109

Patty Monahan: you know we'll be probably extending a little bit from October 15th to give folks 2 weeks. But because we're bumping up on that time. We want to finish this by this calendar year.

1629

02:59:54.140 --> 03:00:16.839

Patty Monahan: We're we're balancing those 2. So also a reminder that when we do bring it to this plan to a business meeting, advisory committee members are encouraged to provide your thoughts on reactions to the investment plan, as is the public. So more to come on coordinating with the business meeting when we're actually ready to to vote on it.

1630

03:00:17.210 --> 03:00:25.009

Patty Monahan: and I think that's it. Thanks again for all your participation and your comments, and we're taking them to heart and thinking through what to do next.

1631

03:00:27.730 --> 03:00:28.840

Nick Blair, ACWA: Thank you very much.

1632

03:00:28.840 --> 03:00:31.160

Patty Monahan: We're closing it out all right. Bye, everybody.

1633

03:00:33.810 --> 03:00:34.770

Beverly Greene: Thank you.

1634

03:00:37.150 --> 03:00:39.520

HARVEY VAUGHN: Bye, everyone have a great rest of your day.

1635

03:00:41.040 --> 03:00:42.110

Patty Monahan: Bye, Reverend Vaughn.

1636

03:00:42.500 --> 03:00:43.440

Patty Monahan: bye, y'all.