

DOCKETED

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April 30, 2025 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/2025-04/public-meeting-advisory-committee-clean-transportation-program-investment>

Advisory Committee members who attended remotely:

Beverly Greene

Mars Wu

Bill Magavern

Michael Pimentel

Elise Candelaria

Nick Blair

Gia Vacin

Rev. Harvey Vaughn III

Gillian Gillett

Sam Wilson

Jon Hart

Suzanne Caflisch

Katrina Fritz

Sydney Vergis

Larry Engelbrecht

Ted Lamm

Mariela Ruacho

Vanessa Warheit

WEBVTT

1

00:00:00.921 --> 00:00:09.668

Nancy Skinner (CEC): It sounds like my microphones working sounds like, maybe there's some feedback that's my company.

2

00:00:11.108 --> 00:00:15.580

Nancy Skinner (CEC): Oh, just use the room microphone. So is this one off, or is this one

3

00:00:16.190 --> 00:00:26.200

Nancy Skinner (CEC): okay? Should I? Should this one be off? Should I push a button on it that should be on? You can just leave it. Okay. Great

4

00:00:27.180 --> 00:00:27.930

CNRA 3-202 AV 1: to you.

5

00:00:34.690 --> 00:00:35.319

Marissa Williams, CEC: Good morning.

6

00:00:36.110 --> 00:00:48.049

Marissa Williams, CEC: This is Marissa Williams with the Energy Commission. I'm just letting you all know that we could hear Commissioner Skinner. Really. Well, Benjamin. When you were speaking earlier we could hear you as well, but it was a little less clear.

7

00:00:50.832 --> 00:00:55.960

CNRA 3-202 AV 1: It's okay. Okay, okay.

8

00:00:57.504 --> 00:01:01.349

Marissa Williams, CEC: I I can hear you, but it's a little faint.

9

00:01:03.740 --> 00:01:05.960

CNRA 3-202 AV 1: Yeah, yeah, okay.

10

00:01:17.430 --> 00:01:22.269

Vanessa Warheit (she/her): Marissa, would you be able? This is Vanessa Warheit. Would you be able to share the call

11

00:01:22.930 --> 00:01:25.229

Vanessa Warheit (she/her): link for members of the public.

12

00:01:26.440 --> 00:01:29.719

Marissa Williams, CEC: Yes, we can drop that in the chat.

13

00:01:41.370 --> 00:01:44.280

Charles Smith (CEC): Does this sound clear? Folks online? Marissa.

14

00:01:46.990 --> 00:01:47.550

Marissa Williams, CEC: Better.

15

00:01:47.550 --> 00:01:48.020

Gillian Gillett: Yes.

16

00:01:48.020 --> 00:01:49.026

Charles Smith (CEC): So great.

17

00:01:51.910 --> 00:01:52.669

Charles Smith (CEC): Thank you.

18

00:01:54.750 --> 00:02:07.480

Charles Smith (CEC): Are we recording? Okay? All right. Good morning. Everyone. We're going to give just one last minute for advisory committee members and members of the public to continue logging in, and we'll get started just a minute

19

00:02:16.560 --> 00:02:18.310

CNRA 3-202 AV 1: recording in progress.

20

00:02:39.490 --> 00:02:44.609

Charles Smith (CEC): Alright. It looks like the number of attendees is leveling off. So we'll get started.

21

00:02:45.090 --> 00:02:52.829

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.

22

00:02:53.370 --> 00:03:08.439

Charles Smith (CEC): It's great to see everyone online and in the room. My name is Charles Smith, and I'm a branch manager within the California Energy Commission's fuels and transportation division. Joining us today is our lead Commissioner on Transportation, Nancy Skinner and members of her staff.

23

00:03:08.560 --> 00:03:17.379

Charles Smith (CEC): I'm also joined by Benjamin Tuggy, my co-presenter from the Fuels and transportation division, as well as other CEC Staff who have contributed to today's materials.

24

00:03:17.600 --> 00:03:18.929

Charles Smith (CEC): Next slide, please

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00:03:22.530 --> 00:03:40.079

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 meeting event. Webpage is listed here, and it includes a copy of this slide deck as well as a link to the investment plan guiding principles. Document that will be discussed

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00:03:41.250 --> 00:03:55.759

Charles Smith (CEC): also listed. Here is a link to where you can file a public comment on the investment plan and guiding principles. We ask for those comments by Thursday, May 15 at 5 Pm. And we'll get those links into the chat as well.

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00:03:58.150 --> 00:03:59.720

Charles Smith (CEC): Next slide, please.

28

00:04:03.265 --> 00:04:03.630

Charles Smith (CEC): Okay.

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00:04:04.810 --> 00:04:10.280

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

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00:04:10.400 --> 00:04:14.709

Charles Smith (CEC): We're grateful for the opportunity to have this be a hybrid public meeting

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00:04:14.910 --> 00:04:22.409

Charles Smith (CEC): For advisory committee members who are participating remotely. We ask that you please keep your camera on while you're speaking or unmuted.

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00:04:22.650 --> 00:04:29.080

Charles Smith (CEC): If you're having Internet connectivity or other technological challenges that prevent this, please let us know the reason for going off camera

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00:04:30.380 --> 00:04:31.880

Charles Smith (CEC): next slide, please.

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00:04:38.910 --> 00:04:48.460

Charles Smith (CEC): Here's a quick rundown of today's agenda. We'll next be moving into opening remarks by Commissioner Skinner, followed by advisory committee member roll call.

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00:04:48.730 --> 00:04:56.630

Charles Smith (CEC): We will then provide an overview of the clean transportation program and the guiding principles for the 2025-2026 investment plan update.

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00:04:56.850 --> 00:05:10.060

Charles Smith (CEC): followed by advisory committee discussion on the guiding principles. The draft investment Plan update will

be published for the next Advisory Committee meeting. The key part, the guiding principles, are available now for us to discuss.

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00:05:11.010 --> 00:05:16.709

Charles Smith (CEC): Finally, we'll have a public comment period around noon and then conclude with closing remarks.

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00:05:16.880 --> 00:05:20.810

Charles Smith (CEC): And at this point I'd like to invite Commissioner Skinner to provide her opening remarks.

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00:05:21.010 --> 00:05:22.770

Nancy Skinner (CEC): Charles, thanks so much.

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00:05:23.766 --> 00:05:37.999

Nancy Skinner (CEC): And thank you. Clean transportation advisory committee members. Those of you who have joined us online and those of you in the room for your willingness to participate and to help us shape this next

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00:05:38.000 --> 00:06:02.750

Nancy Skinner (CEC): CTP clean transportation program investment plan. I also want to make sure to thank our fuels and transportation Division staff for their work, to make this meeting a success and for their work on the program in general, but in specifically for this meeting, Charles Smith, Marissa Williams, Benjamin Tuggy, Mabel Lopez, Hannon Rasool, Melanie Vail, and Jen Kalafut, who are all part of the senior staff of the

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00:06:02.750 --> 00:06:13.860

Nancy Skinner (CEC): division, and who oversee it, but also there were many other staff in our fuels and transportation division who work in some aspect of the program or this meeting, and make all of this possible.

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00:06:14.447 --> 00:06:28.989

Nancy Skinner (CEC): This is my 1st meeting of the Advisory Commission, as I am a new appointee to the Commission. I'm very

honored to have Governor Newsom's trust that he appointed me to this position, and

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00:06:29.140 --> 00:06:32.799

Nancy Skinner (CEC): it's for those of you who may not know me

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00:06:33.020 --> 00:06:57.849

Nancy Skinner (CEC): being on the Energy Commission is like coming full service or full circle to my public service career. I started in public service when I was a student at Cal, in the city of Berkeley, and I was appointed to the city of Berkeley's Energy Advisory Commission, which was advising the city, and this is back in the eighties on how to become more energy efficient. And at that time we were also into

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00:06:57.850 --> 00:07:16.480

Nancy Skinner (CEC): energy, self-reliance. So we are sort of early early into looking at, trying to be independent in terms of energy production, and such, of course, that dream was not met. That's been over all these decades, has had both starts and thwarts, but in that time period

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00:07:16.480 --> 00:07:44.210

Nancy Skinner (CEC): I met my 1st mentor, Art Rosenfeld and Art Rosenfeld, for those of you who are familiar with him served on the Energy Commission under Brown one and Brown later, but also under Schwarzenegger. And he was basically the-- not only the inspiration, but the architect to all of California's energy efficiency plans and programs. So the reason that still today, even with electricity growth,

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00:07:44.320 --> 00:08:08.280

Nancy Skinner (CEC): electricity demand growth increasing, Californians on average use, far less electricity per day than and per year than most every other State. And why? Because we were the 1st to put forward appliance standards that brought efficiency building codes various things like that. And we're still the leader in the US in that regard. And that was Art Rosenfeld.

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00:08:08.280 --> 00:08:13.992

Nancy Skinner (CEC): So this is why what I mean when I say it's like I've come full circle.

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00:08:14.920 --> 00:08:18.300

Nancy Skinner (CEC): Now, back to the clean transportation program.

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00:08:18.560 --> 00:08:34.089

Nancy Skinner (CEC): CTP investments have resulted in just for example, 89 hydrogen stations, of which 51 are operational, and I'm sure we'll talk some more about that. And then at least 34,000

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00:08:34.110 --> 00:08:50.010

Nancy Skinner (CEC): chargers for our electric vehicle infrastructure. And the good news today is that in California there's 178,000 ports now, more charging ports for EVs than gasoline nozzles.

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00:08:50.010 --> 00:09:04.770

Nancy Skinner (CEC): which is a great thing. They're not. Every single one of those is not fully fully public, accessible, but most of them, what I described are publicly accessible, and of course our investments contributed to a good percent of those.

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00:09:05.410 --> 00:09:17.670

Nancy Skinner (CEC): The other good news I have is that while we're seeing extremely serious headwinds federally around all of our ZEV goals. And around ZEV in general

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00:09:17.860 --> 00:09:22.570

Nancy Skinner (CEC): the private sector has not pulled back. OEMs are still

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00:09:22.670 --> 00:09:31.360

Nancy Skinner (CEC): announcing new models of EVs. Sales are good sales went up across the country and

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00:09:31.360 --> 00:09:56.399

Nancy Skinner (CEC): charging-- private sector investment in charging is growing. Walmart just announced, For example, that nationwide they're going to do, charging all across the country on all of their stores. And, interestingly enough, 90% of Americans live within 10 miles of a Walmart, and there's some new consortiums like Ionna, which is a consortium of many OEMs that is now investing

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00:09:56.400 --> 00:10:22.350

Nancy Skinner (CEC): in a DC fast charging network. Rivian is doing similarly so, and we know our our other charging companies that are well known to most of us, Electrify America, EVgo, others that are still actively in in the market. So saying that, we still have challenges. So part of my goal as the Lead Commissioner on Transportation

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00:10:22.510 --> 00:10:40.710

Nancy Skinner (CEC): is to help California achieve its ZEV goals and to move past the point of early adopters to mass adoption of ZEVs, and to help ensure that all Californians have adequate access to the ZEV fueling system that they need.

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00:10:40.820 --> 00:11:10.820

Nancy Skinner (CEC): Whether it's EV charging, which is the trend now, or or hydrogen, or I don't see another on the horizon, but we should never be closed minded there may be, but at least to ensure that we have adequate access to our ZEV infrastructure, that there's driver confidence about convenience and reliability, and that there is some level of that infrastructure at or near where you live. And so in my few months, being here and

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00:11:10.820 --> 00:11:21.649

Nancy Skinner (CEC): really getting into the weeds on our various programs. Analysis that's been done, data that's collected, market trends, Federal headwinds, stakeholder input and such.

62

00:11:22.520 --> 00:11:23.380

Nancy Skinner (CEC): My

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00:11:24.750 --> 00:11:44.550

Nancy Skinner (CEC): I have formed some some things that I think are that, and again, not alone, but based on this, that it would be wise for us to have a stronger emphasis on DC fast charging because a DC fast charger can charge many more vehicles in a day.

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00:11:44.800 --> 00:11:55.600

Nancy Skinner (CEC): and does not require the same kind of dwell time. If we, it is still important to have the level 2 charging, but the level 2 charging not at home.

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00:11:55.700 --> 00:12:03.640

Nancy Skinner (CEC): requires your car, your vehicle to be there for some period of time. And now we're talking EVs. And they're the trend now is that we're not seeing

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00:12:03.850 --> 00:12:18.320

Nancy Skinner (CEC): vehicles sitting around in in single locations for long periods of time, with the change in commute patterns and going to work versus working at home and various things like that. So this looking at how we

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00:12:18.430 --> 00:12:33.660

Nancy Skinner (CEC): how we pivot some to a stronger emphasis on DC fast. And then the data that shows that access to charging at home is one of the key factors in adoption. And how might we support more

68

00:12:33.800 --> 00:12:59.540

Nancy Skinner (CEC): charging at home for all residents, types. And then, of course, we have the challenge of improving charger reliability. But, interestingly enough, the good news there is that the CEC Gave a contract to UC Davis to do field testing of chargers, and in that field testing they found a better reliability than sort of the anecdotal public perception. So we're working now to get that data out there.

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00:12:59.540 --> 00:13:10.749

Nancy Skinner (CEC): But we we did use that data to help inform the Regs that we have now drafted that are under review, not

public yet, because they need to go through their legal reviews, but will be soon.

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00:13:10.750 --> 00:13:36.890

Nancy Skinner (CEC): Now. The other thing I wanted to mention before we really get into the meat of our discussion is that we've had the luxury, and I say we, I'm part of the we now. But the CEC Has had the luxury of very healthy funding from the State, budgets from both the CTP Funds themselves, from greenhouse gas reduction funds and from General Fund budget

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00:13:37.200 --> 00:13:40.710

Nancy Skinner (CEC): to really do a very robust program.

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00:13:41.130 --> 00:13:48.470

Nancy Skinner (CEC): I think that we we will have to adjust our expectations that there are a lot of pressures on the State budget

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00:13:48.630 --> 00:14:08.849

Nancy Skinner (CEC): for this coming year. We we don't know yet what the Governor's revision is going to be, but it will be announced within the next 2 weeks what they call the may revise. And I think we're going to see a lot of changes to our funding. And potentially, I don't know this for sure, but maybe some clawback of some of the one time only funds that we'd have received in the past.

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00:14:08.960 --> 00:14:14.580

Nancy Skinner (CEC): But we already know that, for example, the revenues to the greenhouse Gas reduction fund are lower.

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00:14:14.880 --> 00:14:18.691

Nancy Skinner (CEC): and we'll hear from people that the

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00:14:21.720 --> 00:14:49.009

Nancy Skinner (CEC): low carbon fuel standard revenues are also the price or the dollar amount is lower. So there'll be some. I think we're going to have to adjust to a different financial or budgetary circumstance, and we should have that in our mind as

we talk about our priorities. So what that means to me is we have to think about, how do we use, perhaps far less dollars that we might have in the way that is most impactful to helping achieve these goals?

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00:14:49.636 --> 00:14:59.969

Nancy Skinner (CEC): So I just wanted to kind of give that overview as I get ready to hand the mic over back over to the fuels and transportation division staff.

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00:14:59.970 --> 00:15:09.149

Nancy Skinner (CEC): and again, thank you for your willingness to serve and to participate with us in this process. And as Charles went through.

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00:15:09.150 --> 00:15:33.499

Nancy Skinner (CEC): we're going to open with some background on the CTP and a presentation on the proposed guiding principles. Then we'll open the discussion to all the committee members, both online and in the room, and what I would ask, is that in that discussion please limit your comments to 3 minutes, and then we'll go to public comment now, depending on how the duration of the meeting. We may take a break.

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00:15:33.760 --> 00:15:42.669

Nancy Skinner (CEC): or we may just go all the way through public comment. So we'll see how it all goes. Okay. And now I will turn it back over to Charles for roll call.

81

00:15:43.360 --> 00:15:46.709

Charles Smith (CEC): Thank you, Commissioner Skinner. Next slide, please.

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00:15:48.920 --> 00:16:05.669

Charles Smith (CEC): All right. Yes, we will do a quick roll call of the Advisory Committee members before going through the list. We'd like to welcome Daniel Ferguson of LA Cleantech Incubator and Christ Temple Cathedral and Jennifer Cohen, of the Pacific Merchant Shipping Association as the newest additions to our Committee. Welcome to you both.

83

00:16:06.430 --> 00:16:15.219

Charles Smith (CEC): I'll be reading through the members names. Please unmute yourself if on zoom and chime in with a here or present to let us know.

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00:16:16.970 --> 00:16:20.919

Charles Smith (CEC): Starting with Beverly Green, Beverly, you there?

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00:16:21.870 --> 00:16:23.170

Beverly Greene, Santa Clara VTA: Yes, here.

86

00:16:23.890 --> 00:16:26.350

Charles Smith (CEC): Thank you. Bill Magavern.

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00:16:26.630 --> 00:16:28.740

Bill Magavern: I'm here in a noisy airport.

88

00:16:29.510 --> 00:16:32.919

Charles Smith (CEC): Thank you. Brittany Carpenter.

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00:16:37.300 --> 00:16:38.702

Charles Smith (CEC): Okay, come back.

90

00:16:39.300 --> 00:16:40.740

Charles Smith (CEC): Daniel Ferguson.

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00:16:46.050 --> 00:16:48.160

Charles Smith (CEC): Oh, no. Okay, alright

92

00:16:51.210 --> 00:16:53.669

Charles Smith (CEC): Elise--Elise Candelaria.

93

00:16:54.030 --> 00:16:54.790

Elise Candelaria, ETP: Present.

94

00:16:55.550 --> 00:16:58.420

Charles Smith (CEC): Thank you. Gia Vacin.

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00:17:01.920 --> 00:17:03.989

Gia Vacin | GO-Biz: Yes. Hello. Present. Thank you.

96

00:17:04.369 --> 00:17:07.019

Charles Smith (CEC): Thank you. Gillian Gillett.

97

00:17:07.270 --> 00:17:08.790

Gillian Gillett: Hello! Present.

98

00:17:10.149 --> 00:17:11.359

Charles Smith (CEC): Gregory Cane.

99

00:17:11.629 --> 00:17:12.289

Greg Cane: Here.

100

00:17:15.696 --> 00:17:20.289

Charles Smith (CEC): Jennifer Cohen, Joel Levin.

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00:17:23.660 --> 00:17:35.209

Charles Smith (CEC): Joel, let us know that he might be asking someone to fill in for him, but they might need to participate as a member of the public for purposes of this advisory committee meeting. Unfortunately.

102

00:17:35.660 --> 00:17:37.670

Charles Smith (CEC): Jon Hart.

103

00:17:37.900 --> 00:17:39.289

Jon Hart (PowerFlex): Yes, here, thank you.

104

00:17:39.870 --> 00:17:42.210

Charles Smith (CEC): Yeah Katrina, Fritz.

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00:17:42.210 --> 00:17:42.960

Katrina Fritz: Present.

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00:17:43.960 --> 00:17:46.000

Charles Smith (CEC): Thank you, Larry Engelbrecht.

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00:17:46.590 --> 00:17:47.920

Larry Engelbrecht: Good morning, present.

108

00:17:48.450 --> 00:17:49.320

Charles Smith (CEC): That's good.

109

00:17:49.770 --> 00:17:50.830

Charles Smith (CEC): Next slide.

110

00:17:51.430 --> 00:17:58.779

Charles Smith (CEC): Oh, okay. I'm sorry, Kevin Hamilton. I'm sorry.

111

00:18:04.230 --> 00:18:07.299

Charles Smith (CEC): Kevin. No, okay. All right. Next slide now.

112

00:18:10.340 --> 00:18:11.680

Charles Smith (CEC): Laura Renger.

113

00:18:17.630 --> 00:18:20.949

Charles Smith (CEC): Okay. Luis Olmedo

114

00:18:27.830 --> 00:18:29.420

Charles Smith (CEC): Mariela Ruacho.

115

00:18:29.650 --> 00:18:30.320

Mariela Ruacho: Here.

116

00:18:30.910 --> 00:18:31.900

Charles Smith (CEC): Thank you.

117

00:18:32.360 --> 00:18:34.719

Charles Smith (CEC): Mars Wu Presenter.

118

00:18:38.575 --> 00:18:40.210

Charles Smith (CEC): Micah Mitrosky.

119

00:18:43.960 --> 00:18:47.650

Charles Smith (CEC): Micah, Michael Pimentel.

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00:18:47.780 --> 00:18:48.480

Michael Pimentel, California Transit Association: Here.

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00:18:49.120 --> 00:18:51.539

Charles Smith (CEC): Thank you. Morris Lum.

122

00:18:53.871 --> 00:18:59.899

Charles Smith (CEC): Okay, thank you. Nick Blair.

123

00:19:00.630 --> 00:19:01.370

Nick Blair, ACWA: Here.

124

00:19:01.860 --> 00:19:04.250

Charles Smith (CEC): Thank you, Reverend Charles Dorsey.

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00:19:04.250 --> 00:19:05.100

Rev. Charles Dorsey: Present.

126

00:19:05.320 --> 00:19:08.300

Charles Smith (CEC): Thank you, Reverend Harvey Vaughn the 3rd

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00:19:08.670 --> 00:19:09.390

Rev. Harvey Vaughn III: Here.

128

00:19:10.410 --> 00:19:13.000
Charles Smith (CEC): Thank you. Sam Wilson.

129
00:19:13.670 --> 00:19:14.739
Sam Wilson - UCS: Good morning. I'm here.

130
00:19:15.640 --> 00:19:18.590
Charles Smith (CEC): Thank you, Suzanne Caflisch.

131
00:19:19.820 --> 00:19:20.550
Suzanne Caflisch: Here.

132
00:19:21.280 --> 00:19:29.130
Charles Smith (CEC): Thank you. I understand Sydney Vergis isn't joining us. Andrew Martinez is joining in her stead today. Andrew, are you there?

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00:19:29.130 --> 00:19:30.090
Andrew Maritnez (CARB- he/him): Yes, here.

134
00:19:30.430 --> 00:19:32.400
Charles Smith (CEC): Thank you. Ted Lamm.

135
00:19:33.780 --> 00:19:34.160
Ted Lamm: Here.

136
00:19:35.600 --> 00:19:37.179
Charles Smith (CEC): Teresa Bui.

137
00:19:37.480 --> 00:19:40.890
Charles Smith (CEC): Thank you, Vanessa Warheit.

138
00:19:41.190 --> 00:19:42.520
Vanessa Warheit (she/her): Yes. Present.

139
00:19:43.230 --> 00:19:44.350

Charles Smith (CEC): Thank you.

140

00:19:45.330 --> 00:19:46.390

Charles Smith (CEC): All right.

141

00:19:47.018 --> 00:19:59.120

Charles Smith (CEC): And if any advisory committee members weren't able to announce they're here. But you you are hearing my voice. Please reach out to us in the Zoom chat, and we will make sure to announce your arrival.

142

00:19:59.660 --> 00:20:03.079

Charles Smith (CEC): and I'll note that we have a quorum. Excellent.

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00:20:03.760 --> 00:20:05.679

Charles Smith (CEC): all right. And next slide, please.

144

00:20:07.550 --> 00:20:13.200

Charles Smith (CEC): we'll begin by providing some quick background for the clean transportation program and investment plan.

145

00:20:13.420 --> 00:20:15.359

Charles Smith (CEC): Next slide, please.

146

00:20:18.390 --> 00:20:28.669

Charles Smith (CEC): Transportation sector creates about 50% of statewide greenhouse gas emissions when including fuel production and significant harms to public health and environmental quality.

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00:20:28.980 --> 00:20:39.250

Charles Smith (CEC): reducing air pollution from transportation. Transportation is important for environmental justice as pollution disproportionately harms vulnerable and disadvantaged communities.

148

00:20:39.880 --> 00:20:50.649

Charles Smith (CEC): In response, California has established some of the world's most ambitious goals and regulations to mitigate climate change and protect public health by quickly shifting to zero-emission vehicles

149

00:20:51.180 --> 00:20:58.340

Charles Smith (CEC): achieving these goals requires adequate charging and hydrogen refueling infrastructure deployed in time to serve these vehicles.

150

00:20:59.300 --> 00:21:05.020

Charles Smith (CEC): California Assembly Bill 118, in 2007, established the clean transportation program

151

00:21:05.170 --> 00:21:10.689

Charles Smith (CEC): and Assembly Bill 126, reauthorized the program through July 1st 2035,

152

00:21:11.060 --> 00:21:25.430

Charles Smith (CEC): AB 126 also made some changes to the program, including a focus on zero-emission technologies where feasible and changing the minimum funding for hydrogen fueling stations to be 15% of clean transportation program base funds.

153

00:21:26.440 --> 00:21:42.749

Charles Smith (CEC): clean transportation program is funded through vehicle registration identification plate and smog abatement fees, and provides about 100 million dollars per year in grants and incentives mainly to accelerate deployment of zero-emission vehicle infrastructure across the State

154

00:21:43.360 --> 00:21:58.810

Charles Smith (CEC): recent years the Governor and Legislature have also provided significant general funds and greenhouse gas reduction funds to the tune of about 1.4 billion dollars received from fiscal year 2021-22, through 20- 2023-24,

155

00:21:58.990 --> 00:22:04.939

Charles Smith (CEC): that we administer to complement the 100 million dollars in base funds for the clean transportation program.

156

00:22:05.300 --> 00:22:06.320

Charles Smith (CEC): Next slide

157

00:22:10.850 --> 00:22:23.359

Charles Smith (CEC): statute requires the CEC to annually update an investment plan that communicates the CEC's strategic vision determines funding priorities and opportunities and provides analytical rationale for proposed expenditures.

158

00:22:23.770 --> 00:22:30.300

Charles Smith (CEC): The investment plan provides a high level view. It identifies general funding categories rather than specific projects.

159

00:22:31.020 --> 00:22:43.820

Charles Smith (CEC): Specifically, the investment plan identifies how the base, clean transportation program funds of about 100 million dollars per year will be allocated across different fuels, vehicle sectors and supporting activities such as workforce development.

160

00:22:44.500 --> 00:22:53.520

Charles Smith (CEC): The Investment plan also discusses additional projected funding allocations for future fiscal years in the Greenhouse Gas Reduction Fund, which we cannot change.

161

00:22:54.960 --> 00:23:05.120

Charles Smith (CEC): When developing the investment plan, the CEC considers the context of State and Federal funding policies and coordinates with other State agencies, such as the California Air Resources Board.

162

00:23:05.420 --> 00:23:14.690

Charles Smith (CEC): Investments are guided by analyses we conduct around current and future infrastructure needs such as the AB 2127 charging infrastructure, assessment.

163

00:23:15.260 --> 00:23:23.269

Charles Smith (CEC): And we gather input, from this advisory committee, as well as the disadvantaged- disadvantaged Communities Advisory Group and the public

164

00:23:23.470 --> 00:23:24.840

Charles Smith (CEC): next slide, please.

165

00:23:27.720 --> 00:23:32.689

Charles Smith (CEC): Here's some upcoming dates of note for the 25-26 investment plan update.

166

00:23:32.890 --> 00:23:40.040

Charles Smith (CEC): not pictured here. We released our guiding principles document for the 25-26 investment plan update on April 22nd

167

00:23:40.790 --> 00:23:47.180

Charles Smith (CEC): after today's meeting. Please note the upcoming deadline for comments on the guiding principles document, May 15th

168

00:23:48.080 --> 00:23:57.949

Charles Smith (CEC): We expect to issue a staff draft with the investment plan in August, followed by a second Advisory committee meeting and presenting to the Disadvantaged Communities Advisory Group in September.

169

00:23:58.610 --> 00:24:06.569

Charles Smith (CEC): We will incorporate feedback into a lead Commissioner report version in November, and hope to see it approved at a December business meeting.

170

00:24:07.250 --> 00:24:15.769

Charles Smith (CEC): I'd now like to turn over the presentation to Benjamin Tuggy, who will present on the 25-26 investment plan update guiding principles next slide, please.

171

00:24:17.240 --> 00:24:19.000

Benjamin Tuggy (CEC): All right, thank you, Charles.

172

00:24:19.170 --> 00:24:26.639

Benjamin Tuggy (CEC): Yes. As Charles mentioned, my name is Benjamin Tuggy. I'm the project manager for the clean transportation program investment plan.

173

00:24:26.900 --> 00:24:39.100

Benjamin Tuggy (CEC): And I'd like to talk about our proposed guiding principles and some more specific directions that we propose using for this year's 2025-2026 investment plan update

174

00:24:39.783 --> 00:24:44.630

Benjamin Tuggy (CEC): and then we will have advisory committee discussion, followed by public comment.

175

00:24:44.820 --> 00:24:46.120

Benjamin Tuggy (CEC): Next slide, please.

176

00:24:47.870 --> 00:24:56.199

Benjamin Tuggy (CEC): So first, I'd like to give some statutory context. As mentioned, Assembly Bill 126 reauthorized the clean transportation program

177

00:24:56.360 --> 00:25:01.230

Benjamin Tuggy (CEC): and it added some new requirements, including for how we allocate the funds.

178

00:25:02.460 --> 00:25:13.310

Benjamin Tuggy (CEC): For instance, there's a requirement to prioritize medium and heavy duty infrastructure as well as light duty infrastructure that helps fill in gaps

179

00:25:13.560 --> 00:25:23.149

Benjamin Tuggy (CEC): in our zero-emission vehicle infrastructure that are identified by Assembly Bill 2127, and Senate Bill 1000 assessments.

180

00:25:24.047 --> 00:25:31.779

Benjamin Tuggy (CEC): And that light duty, infrastructure should also meet—help meet executive order. N-79-20 goals.

181

00:25:32.100 --> 00:25:34.559

Benjamin Tuggy (CEC): So some specific requirements there.

182

00:25:35.346 --> 00:25:44.519

Benjamin Tuggy (CEC): We have a requirement that at least 50% of clean transportation program funds directly benefit disadvantaged and low income communities.

183

00:25:44.910 --> 00:25:53.930

Benjamin Tuggy (CEC): And we are also required to spend at least 15% of the base clean transportation program funds per year on hydrogen infrastructure.

184

00:25:54.040 --> 00:26:01.830

Benjamin Tuggy (CEC): There are some caveats, for instance, that does not specify the vehicle segment, such as light, medium or heavy duty. Next slide, please.

185

00:26:04.090 --> 00:26:32.519

Benjamin Tuggy (CEC): So now I'll talk about our proposed guiding principles. To start with, we would like to accommodate both light duty and medium and heavy duty infrastructure continue to accommodate both categories. So if, for example, the state budget gives more medium and heavy duty funds and those potential greenhouse gas reduction funds. We may emphasize more on the light duty side from the Base funds.

186

00:26:34.550 --> 00:26:40.840

Benjamin Tuggy (CEC): and we do recognize that both categories are needed for equitably reducing pollution in the State.

187

00:26:41.130 --> 00:26:53.149

Benjamin Tuggy (CEC): We also recognize that the Federal funding landscape and other funds have changed and could continue to do so. So we want to be responsive to that and any changes in the

188

00:26:53.460 --> 00:26:58.610

Benjamin Tuggy (CEC): hydrogen and battery electric vehicle markets as well, and consumer behavior.

189

00:26:59.050 --> 00:27:07.840

Benjamin Tuggy (CEC): And next slide, please, with responsiveness comes flexibility.

190

00:27:08.414 --> 00:27:25.779

Benjamin Tuggy (CEC): So we would propose emphasizing infrastructure that serves more than one segment of vehicle. Multi-use infrastructure may be more flexible and more efficient use of State funds. If we are not locking ourselves into one vehicle type, such as light duty or medium duty.

191

00:27:26.440 --> 00:27:32.230

Benjamin Tuggy (CEC): So as a specific example, we encourage that medium and— medium duty

192

00:27:32.845 --> 00:27:37.800

Benjamin Tuggy (CEC): charging and hydrogen fueling stations also serve light duty vehicles.

193

00:27:38.530 --> 00:27:47.379

Benjamin Tuggy (CEC): And given some recent light duty hydrogen challenges, if a medium duty station also serves light duty vehicles that adds resiliency and flexibility.

194

00:27:49.095 --> 00:28:04.460

Benjamin Tuggy (CEC): Because DC fast chargers can charge each vehicle faster, serve more vehicles in a day. As the Commissioner mentioned, we propose shifting toward emphasizing more direct current or DC fast chargers

195

00:28:04.620 --> 00:28:07.659

Benjamin Tuggy (CEC): for our EV infrastructure programs.

196

00:28:08.850 --> 00:28:16.560

Benjamin Tuggy (CEC): And we also want to identify more ways to increase Californians' access to charging at home. Next slide, please.

197

00:28:19.830 --> 00:28:28.055

Benjamin Tuggy (CEC): So some other considerations and details on our initial proposals here, as Commissioner Skinner mentioned, we

198

00:28:28.690 --> 00:28:35.390

Benjamin Tuggy (CEC): the State budget could be a little bit tighter. So we will need to consider that.

199

00:28:35.860 --> 00:28:46.140

Benjamin Tuggy (CEC): And we do propose setting a multi-year funding plan this year. So assuming we get multiple years of projected state supplemental funds.

200

00:28:46.703 --> 00:28:49.447

Benjamin Tuggy (CEC): We would like to set a multi year

201

00:28:50.290 --> 00:29:01.809

Benjamin Tuggy (CEC): investment plan for the base clean transportation program plans that, of course, funding may still change in the future, but that multi-year plan will give more clarity on the CEC's goals.

202

00:29:03.190 --> 00:29:16.110

Benjamin Tuggy (CEC): We also want to keep supporting multifamily homes, urban areas, rural areas and other areas that private investment is currently perhaps not serving as easily.

203

00:29:16.550 --> 00:29:25.299

Benjamin Tuggy (CEC): And finally, we want to target, identify and target more locations that have long dwell times for lower power charging, such as level 2.

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00:29:25.680 --> 00:29:26.990

Benjamin Tuggy (CEC): Next slide, please.

205

00:29:29.420 --> 00:29:34.210

Benjamin Tuggy (CEC): All right. Now we are going to get to the Advisory Committee discussion.

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00:29:34.980 --> 00:29:38.020

Benjamin Tuggy (CEC): Once again, we will have public comment after this.

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00:29:38.310 --> 00:29:40.910

Benjamin Tuggy (CEC): But next slide, please.

208

00:29:43.200 --> 00:29:54.880

Benjamin Tuggy (CEC): So we have, as we've done before, a few questions for consideration, just as a starting point for discussion. Of course the Advisory Committee is not limited to discussing these items.

209

00:29:55.290 --> 00:29:58.879

Benjamin Tuggy (CEC): But I will read these questions out loud for accessibility.

210

00:29:59.980 --> 00:30:07.390

Benjamin Tuggy (CEC): First, what challenges to expanded zero-emission vehicle adoption should inform the investment plan.

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00:30:08.280 --> 00:30:13.889

Benjamin Tuggy (CEC): Second, any other considerations for equitable and expanded ZEV adoption.

212

00:30:14.960 --> 00:30:19.489

Benjamin Tuggy (CEC): 3rd any comments on shifting toward more DC fast charging.

213

00:30:20.470 --> 00:30:25.630

Benjamin Tuggy (CEC): 4th for hydrogen refueling infrastructure. What should the CEC prioritize?

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00:30:26.120 --> 00:30:32.490

Benjamin Tuggy (CEC): And 5th how might the CEC further support at home charging? Next slide, please?

215

00:30:34.100 --> 00:30:40.099

Benjamin Tuggy (CEC): So now we will show a comment timer. We do ask for comments to be 3 minutes or less.

216

00:30:40.691 --> 00:30:51.829

Benjamin Tuggy (CEC): I believe we'll start with advisory committee members who are in the room today. So if you'd like to just raise your hand, if you'd like to speak, then we'll move to folks who are on zoom.

217

00:30:52.380 --> 00:31:00.250

Benjamin Tuggy (CEC): and we do ask that when you begin in comments that you just provide a reminder of your name and your affiliation.

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00:31:01.130 --> 00:31:03.300

Benjamin Tuggy (CEC): So let's see here.

219

00:31:05.030 --> 00:31:06.700

Benjamin Tuggy (CEC): Go for it Greg.

220

00:31:07.320 --> 00:31:09.199

Greg Cane: Do I need to unmute myself?

221

00:31:09.450 --> 00:31:11.840

Benjamin Tuggy (CEC): I believe you are audible now. Okay.

222

00:31:12.040 --> 00:31:26.600

Greg Cane: yes. Hello. My name is Greg Cane with the California Hydrogen Car Owners Association. There have been concerns in

recent years that there are not enough hydrogen refueling stations to support a stable future market for hydrogen fuel cell vehicles.

223

00:31:26.760 --> 00:31:36.180

Greg Cane: and the stations that we do have are not reliable. Necessarily. Both of these are true, but the situation is changing rapidly

224

00:31:36.430 --> 00:31:44.620

Greg Cane: today. Looking at the hydrogen fuel cell partnership station status app, one will mostly find green or open stations.

225

00:31:44.840 --> 00:31:48.120

Greg Cane: Southern California has seen the most rapid improvement

226

00:31:48.300 --> 00:31:58.650

Greg Cane: because of the better fuel supply situation in that area. Station uptime has nearly doubled in the last 3 months from 36% to 69%.

227

00:31:59.050 --> 00:32:04.739

Greg Cane: Some recent highlights include Toyota made a major announcement that they, along with Iwatani,

228

00:32:04.860 --> 00:32:09.780

Greg Cane: will play an active and expanding role in the development of hydrogen refueling station

229

00:32:10.460 --> 00:32:18.660

Greg Cane: last week. Chevron opened their 1st hydrogen station in Marino Valley, with the station in Vacaville to be opened within the next few months.

230

00:32:19.000 --> 00:32:20.809

Greg Cane: Others will follow soon.

231

00:32:21.400 --> 00:32:27.670

Greg Cane: The new First Element Facility at the port of Oakland sets the standard for future liquid hydrogen stations.

232

00:32:27.830 --> 00:32:34.069

Greg Cane: The station supports light medium, and heavy duty fuel cell vehicles.

233

00:32:34.470 --> 00:32:35.430

Greg Cane: Thank you.

234

00:32:35.780 --> 00:32:38.483

Benjamin Tuggy (CEC): Alright. Thank you, Greg.

235

00:32:39.830 --> 00:32:54.070

Benjamin Tuggy (CEC): Anyone else in person who'd like to comment on the advisory committee. You'll have other opportunities a bit later, if you prefer. There's Morris. Go ahead, I was saying. Is there any possibilities of having a program that would

236

00:32:54.390 --> 00:33:03.520

Morris Lum: try to help on conversion of older, regular gas combustion cars sometime

237

00:33:03.840 --> 00:33:08.730

Morris Lum: like a research panel or something. How that could come about one of these years.

238

00:33:09.490 --> 00:33:12.879

Benjamin Tuggy (CEC): I think that's something that we'll have to look into, but

239

00:33:15.880 --> 00:33:20.539

Benjamin Tuggy (CEC): absolutely a good option to look into. Thank you, Morris.

240

00:33:22.770 --> 00:33:24.429

Benjamin Tuggy (CEC): Go ahead, Dr. Dorsey.

241

00:33:26.020 --> 00:33:26.480

Rev. Charles Dorsey: Okay.

242

00:33:28.330 --> 00:33:28.870

Rev. Charles Dorsey: I.

243

00:33:28.870 --> 00:33:32.960

Rev. Charles Dorsey: I think it's important to acknowledge it.

244

00:33:32.960 --> 00:33:34.420

Benjamin Tuggy (CEC): Mute your laptop.

245

00:33:34.630 --> 00:33:37.290

Rev. Charles Dorsey: Okay. Use the mic here. Got it.

246

00:33:41.280 --> 00:33:43.640

Rev. Charles Dorsey: Okay, just to respond to them.

247

00:33:43.780 --> 00:33:52.800

Rev. Charles Dorsey: The questions. I shared openly that empty promises still exist

248

00:33:53.030 --> 00:33:58.010

Rev. Charles Dorsey: as it relates to how these plans are going to

249

00:33:58.290 --> 00:34:03.390

Rev. Charles Dorsey: positively impact marginalized and hard to reach communities.

250

00:34:03.660 --> 00:34:22.060

Rev. Charles Dorsey: A reputational damage has been done, and the plan doesn't speak to plans to undo that and address that and attack that. And this is something that I want to just raise for knowledgeability to our new Commissioner. It's a significant

251

00:34:22.330 --> 00:34:29.540

Rev. Charles Dorsey: opportunity for reputational repair. And you know, even recently

252

00:34:29.650 --> 00:34:35.219

Rev. Charles Dorsey: we sat and went through an entire process with an affiliate organization.

253

00:34:35.670 --> 00:34:42.199

Rev. Charles Dorsey: and we applied all the hope, all the capacity was put into the opportunity.

254

00:34:42.320 --> 00:34:51.219

Rev. Charles Dorsey: and then the door did not open. The funding did not come through. The organizations that were involved were not chosen

255

00:34:51.972 --> 00:34:56.500

Rev. Charles Dorsey: and the reason why that didn't happen is still outstanding.

256

00:34:56.940 --> 00:35:00.209

Rev. Charles Dorsey: So I think that's a real challenge

257

00:35:00.753 --> 00:35:22.629

Rev. Charles Dorsey: that should be addressed. Accessibility is still an issue, as it relates to charging, and then, if you do have access to charging the upkeep of those charging stations, access to vehicles, affordability is always an issue, and while there is a recycle sort of effort happening. There's still an under

258

00:35:23.250 --> 00:35:26.560

Rev. Charles Dorsey: investment in partnerships that

259

00:35:26.940 --> 00:35:36.216

Rev. Charles Dorsey: can speak directly to accessibility. Everybody knows that right. But there's still an under investment there. So I already talked about

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00:35:36.620 --> 00:35:57.849

Rev. Charles Dorsey: repair and accessibility, like there are chargers in places, but we still don't have an accurate audit of how frequently they break down, or how quickly they are repaired, and that becomes an issue as well. And there are people who have been advocating for this for years. And you know what it's doing to our ability to communicate with these communities is a real challenge.

261

00:35:58.030 --> 00:36:03.860

Rev. Charles Dorsey: The shift towards DC fast charging is a brilliant idea.

262

00:36:04.010 --> 00:36:05.769

Rev. Charles Dorsey: But then, when we look at the numbers

263

00:36:05.880 --> 00:36:15.320

Rev. Charles Dorsey: it's an expensive idea. So it's kind of like choosing between slowing down the implementation of infrastructure that already has gaps and

264

00:36:15.470 --> 00:36:45.020

Rev. Charles Dorsey: speeding it up, but increasing the amount of time that people have to use in order to charge, which is a barrier and then we haven't even gotten to the developers and multifamily, and all the other things that come in there. Hydrogen fueling is kind of an accessory conversation because of just the lack of literacy there, and it seems to be a higher level, really a money conversation and at home charging.

265

00:36:45.210 --> 00:36:50.910

Rev. Charles Dorsey: Well, we can come back to that. But those are just some things in my little bit of time that I have.

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00:36:51.680 --> 00:36:53.570

Benjamin Tuggy (CEC): Absolutely thank you, Dr. Dorsey.

267

00:36:54.540 --> 00:37:04.529

Nancy Skinner (CEC): And clearly, advisory committee members. You're not restricted to 1 1 comment or one part of the discussion only. So we can obviously return. Yeah.

268

00:37:07.130 --> 00:37:09.880

Benjamin Tuggy (CEC): Alright. Oh, go ahead, Teresa.

269

00:37:10.508 --> 00:37:24.200

Teresa Bui: Teresa Bui with Pacific Environment. Just a quick comment on number 4. I agree with Staff that the zero emission infrastructure be adjacent to port and corridor and I wanted to

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00:37:24.200 --> 00:37:47.620

Teresa Bui: make sure we prioritize funding for hydrogen refueling stations in low income and disadvantaged communities to ensure equitable access to clean energy and collaborate with the local organizations to make sure that we identify specific needs and sustainable solutions that address environmental justice concerns associated with these infrastructure, and then also the major ports to reduce emissions from

271

00:37:48.110 --> 00:38:01.740

Teresa Bui: equipment, the vehicles, as well as ferries. We saw the 1st zero emission ferry hydrogen fuel cell at the port of San Francisco. So we are seeing more of those. It's not just on the office as well.

272

00:38:03.020 --> 00:38:04.909

Benjamin Tuggy (CEC): Alright, thank you, Teresa.

273

00:38:06.720 --> 00:38:15.030

Benjamin Tuggy (CEC): Anybody else in the room, I think, for now, in the room we are okay. Let's transition to our Zoom attendees.

274

00:38:15.030 --> 00:38:19.139

Rev. Harvey Vaughn III: I'd like to make a comment. This is Reverend Harvey Vaughn.

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00:38:19.340 --> 00:38:25.930

Rev. Harvey Vaughn III: And this may have already been said. My my Internet dropped off, but I. I wanted to make sure that as we are

276

00:38:26.690 --> 00:38:37.790

Rev. Harvey Vaughn III: looking at ways to shift toward more DC fast charging that underserved communities will get the same resources

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00:38:38.140 --> 00:38:42.880

Rev. Harvey Vaughn III: and the revenue or opportunities

278

00:38:43.090 --> 00:38:48.479

Rev. Harvey Vaughn III: in their communities that are going to be happening in other communities. I think very often

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00:38:49.328 --> 00:38:54.709

Rev. Harvey Vaughn III: as we're talking about making sure that this is available

280

00:38:54.980 --> 00:39:00.160

Rev. Harvey Vaughn III: to communities it. It, there needs to be a a concerted focus

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00:39:00.520 --> 00:39:05.999

Rev. Harvey Vaughn III: on making sure that underserved communities are getting the same access.

282

00:39:07.220 --> 00:39:08.389

Rev. Harvey Vaughn III: That's my comment.

283

00:39:13.450 --> 00:39:17.710

Benjamin Tuggy (CEC): Thank you. Alrighty, thank you, Reverend Vaughn, let me

284

00:39:17.860 --> 00:39:23.560

Benjamin Tuggy (CEC): go to our 1st hand. Here we have a raised hand from Jon Hart.

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00:39:23.760 --> 00:39:28.210

Benjamin Tuggy (CEC): So, Jon, you can go ahead and unmute.

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00:39:30.760 --> 00:39:31.770

Benjamin Tuggy (CEC): And begin your comment.

287

00:39:32.364 --> 00:39:33.666

Jon Hart (PowerFlex): Yes, thank you.

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00:39:34.470 --> 00:39:45.349

Jon Hart (PowerFlex): Couple points I wanted to make 1st of all, the question on DC fast chargers. I think that having more DC fast chargers, especially

289

00:39:45.530 --> 00:40:03.970

Jon Hart (PowerFlex): at locations with shorter dwell time is a great option for EV drivers. Also, I still want to really push for continued support for level 2 charging, and then again, especially at long dwell locations, workplace charging. I know that

290

00:40:04.631 --> 00:40:13.018

Jon Hart (PowerFlex): work from home has become, you know, much more popular since Covid. But there's still many companies that

291

00:40:13.990 --> 00:40:24.359

Jon Hart (PowerFlex): have work on site, and so workplace charging at hospitals, airports, certain places where you get a lot of use out of Level 2 charging. It provides a lot of value.

292

00:40:24.750 --> 00:40:35.856

Jon Hart (PowerFlex): Oh, with the DC fast chargers, one recommendation is to not have minimum power

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00:40:37.110 --> 00:40:58.819

Jon Hart (PowerFlex): limits on on the DC fast charger, for example, some programs might say the DC fast chargers have to be at least 150 kilowatts or higher. I would recommend not doing that. There are certain locations where it makes sense to still have DC fast chargers, but not as high, and it's much less expensive to have those. So having that type of flexibility is extremely helpful.

294

00:40:59.760 --> 00:41:17.889

Jon Hart (PowerFlex): The last point I want to make, this is something that Commissioner Skinner brought up kind of lightly on the reliability. I appreciate you bringing that up to build on, that there are several EVSE compliance regulations that are

295

00:41:18.370 --> 00:41:44.610

Jon Hart (PowerFlex): really kind of in limbo right now, and have been for several years. Reliability is a big one. It's been about 2 years, and still we don't know what the final what's supposed to be. Payment methods, requirements coming from legislation out of last year, network roaming requirements. Again, legislation from last year. There are multiple types of communication standards like OCPP,

296

00:41:44.610 --> 00:42:06.979

Jon Hart (PowerFlex): 1511, others that some are required in legislation. Some are not. But either way there's a lot happening right now, and it's difficult to develop products when we don't have a lot of insight and clarity into what those requirements are. I understand it takes time on the Commission's end. But some of these

297

00:42:07.290 --> 00:42:15.069

Jon Hart (PowerFlex): efforts have gone silent for 8, 9 months at a time, or haven't even begun yet. So I really want to

298

00:42:15.940 --> 00:42:24.559

Jon Hart (PowerFlex): ask the Commission to get these moving to have a lot of stakeholder input so that we can develop these types of

299

00:42:24.910 --> 00:42:37.439

Jon Hart (PowerFlex): compliance requirements in a way that benefits drivers, and are not overly or unnecessarily expensive or unrealistic for industry. Thank you very much.

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00:42:38.110 --> 00:42:39.960

Nancy Skinner (CEC): Benjamin, if I if I can.

301

00:42:40.561 --> 00:42:47.960

Nancy Skinner (CEC): I thank you Jon Hart for bringing those issues up. I didn't speak that much to the

302

00:42:48.548 --> 00:42:56.441

Nancy Skinner (CEC): reg's issue. Given that this is our advisory committee around the clean transportation plan. But just briefly.

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00:42:57.763 --> 00:43:03.690

Nancy Skinner (CEC): yes, it. The CEC was given directive under a couple of bills.

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00:43:04.375 --> 00:43:26.039

Nancy Skinner (CEC): So directives passed by the legislature around reliability. And there were some draft regs that were circulated. There was a good amount of public input stakeholder involvement. And and in reviewing the input plus watching the changes in

305

00:43:26.190 --> 00:43:42.148

Nancy Skinner (CEC): in the industry, there's well, it's not happening real fast. There is a move towards plug and charge which I think most most people in in this kind of ecosystem would agree is a

306

00:43:43.210 --> 00:44:07.173

Nancy Skinner (CEC): is would be good for the EV consumer. It's the it's more universal, it's more convenient. And so, of course, we wanted to look again at the draft regs, and see in

what ways might they be? Might we be being too prescriptive?
Since we do not want to be in a position where we are
discouraging the move to

307

00:44:07.560 --> 00:44:21.110

Nancy Skinner (CEC): to plug and charge, for example, and then,
additionally, some of aspects of the regs had once, while
overall, did not have a high cost if you put it

308

00:44:21.110 --> 00:44:45.059

Nancy Skinner (CEC): on a per charger basis, since these regs
would only impact publicly funded chargers. Then to a level 2
charger, the implementation might be quite costly, and, as we
know, charging at a level 2 station, commercially by and large,
is very affordable, and certainly we do not want to greatly
increase the cost to the consumer.

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00:44:45.060 --> 00:44:58.890

Nancy Skinner (CEC): So we fortunately, before just acting on
the draft regs that we had gotten input on. We also were
beneficiaries of this data from UC Davis that showed

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00:44:59.370 --> 00:45:20.489

Nancy Skinner (CEC): that amongst the field testing they did,
which was over 450 chargers up and down the state that level 2
had a better reliability than DC fast. So the thinking was maybe
we should redirect, then our reliability regs and focus on DC
fast primarily, because if we put too much burden on the level

311

00:45:20.490 --> 00:45:36.535

Nancy Skinner (CEC): 2, then we are going to be potentially
greatly increasing the cost to the consumer, which I think at
this point in time given that we really want broader adoption of
EVs was is not such a you know what isn't prudent. So the

312

00:45:36.900 --> 00:46:00.349

Nancy Skinner (CEC): we really dug in and started redrafting,
and the regs are now under the legal review that they have to go
through before they're put out again publicly. But we expect and
hope that they would be put out publicly very soon, and by that

I mean the reliability regs. Now regarding the payment bill that you referenced

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00:46:00.460 --> 00:46:16.079

Nancy Skinner (CEC): that statute. If you go back and read it, it's SB 123. It already puts into law. So, in other words, doesn't matter whether CEC develops regs or not. It states that

314

00:46:16.546 --> 00:46:36.599

Nancy Skinner (CEC): chargers installed now must have this contactless payment system credit card system, and that's for level 2 and DC fast. So that's law. Now, it does not require the CEC to develop regs. It says we could, but it does not require so

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00:46:36.840 --> 00:47:04.840

Nancy Skinner (CEC)

: so that is kind of one of those where we've been in a debate as to what advantage per se is regs given that the law is the law. So anyway, we're still in that discussion. So that's the status of 123 and there are also some bills in the legislature right now that might affect SB 123, and then finally on the roaming. Similarly, if you look at that statute, it does not require the CEC to develop regs.

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00:47:04.840 --> 00:47:06.453

Nancy Skinner (CEC): So we

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00:47:07.420 --> 00:47:34.310

Nancy Skinner (CEC): we may have a workshop on this. We have not decided yet, I mean on these general questions, because clearly, just as you described Jon, we want whatever we do that isn't already in statute. Anything we add from a regulatory point of view, we want it to be the least burdensome on the consumer, the EV consumer and on the industry, because we want them to complement

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00:47:34.310 --> 00:47:49.039

Nancy Skinner (CEC): our goal of this expansion. So those are some of the things that we are in the midst of working on and

debating. And we welcome, of course, input from stakeholders. But now we'll go back to the CTP discussion. So.

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00:47:49.040 --> 00:47:55.999

Jon Hart (PowerFlex): Just to respond to that. I just want to say, Thank you, Commissioner Skinner, really appreciate the context behind that. So thank you.

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00:47:56.580 --> 00:47:57.200

Nancy Skinner (CEC): Sure.

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00:47:58.190 --> 00:48:24.642

Benjamin Tuggy (CEC): Commissioner, would you like to very briefly clarify what you mean by plug and charge? We had a question about that. Oh, okay, I am going to let the staff. My I would explain it in such lay terms, perhaps would be understandable to somebody like me. But we have a number of industry reps, so I think I would ask one of you to describe that, and then, if I need to convert it into any kind of lay speak, I will. But

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00:48:26.670 --> 00:48:36.309

Nancy Skinner (CEC): okay, we'll have Jeffrey on our staff. Describe that, everybody. Thanks for the question. Plug and charge is a

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00:48:36.420 --> 00:48:45.539

Jeffrey Lu (CEC): charging and payment, convenience, feature that allows driver to start and pay for a charging session simply by plugging in their vehicle into the charger. So there's no need

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00:48:45.690 --> 00:49:06.110

Jeffrey Lu (CEC): to use a mobile app or to use a credit card or anything like that, it's all automated. And behind the scenes, basically, the vehicle acts as your payment method. You have your payment information stored on your vehicle, and that's used to just process that transaction automatically. I think we see a lot of usefulness in this in terms of just making EV charging more accessible and more convenient for folks.

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00:49:06.110 --> 00:49:16.049

Jeffrey Lu (CEC): and that it could help enable additional adoption, especially for folks who do not want to deal with how public charge or charging away from home works today.

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00:49:16.080 --> 00:49:18.519

Jeffrey Lu (CEC): Let me know if you have any further questions on that.

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00:49:18.960 --> 00:49:21.569

Nancy Skinner (CEC): And there it's already in practice.

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00:49:22.223 --> 00:49:27.170

Nancy Skinner (CEC): It's the model that Tesla has been using in effect, almost since day one.

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00:49:27.480 --> 00:49:37.900

Jeffrey Lu (CEC): yeah, Tesla has been implementing plug and charge, especially since they've opened their supercharger network. And then a number of other networks, such as Electrify America, have have implemented this as well.

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00:49:38.210 --> 00:49:48.794

Nancy Skinner (CEC): So and I think Jeffrey did a great job just even in lay speak. But so it just eliminates the the concern. I mean, we know EVs are

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00:49:49.200 --> 00:50:17.430

Nancy Skinner (CEC): much of how they they work is through software. And that software is already built into the vehicle. And so this is basically a communication between the software of the vehicle and the software of the charger instead of you or I having to download an app or get out a credit card. And interestingly, while there is, there has been a lot of debate, and I'm sure this is what motivated. SB 123 that there's

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00:50:17.430 --> 00:50:23.150

Nancy Skinner (CEC): perception that apps are very inconvenient, and that credit cards are much more convenient.

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00:50:23.150 --> 00:50:32.040

Nancy Skinner (CEC) : But you know, if we look at not necessarily if we look at who owns an EV today. But if we look at the general population. And

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00:50:32.180 --> 00:50:58.159

Nancy Skinner (CEC): what percent of people have a smartphone versus a credit card? There's actually a higher percent of residents that have smartphones than have credit cards. So there. So we also want to be thinking about, how do we? In whatever actions we take as we go forward, how are we accommodating, you know, the most residents and the most equitable way possible.

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00:51:01.710 --> 00:51:04.639

Benjamin Tuggy (CEC): Great! Thank you, Jeffrey and Commissioner.

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00:51:05.136 --> 00:51:10.119

Benjamin Tuggy (CEC): Let's move on to the next question from Nick Blair, so go ahead, Nick.

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00:51:11.130 --> 00:51:31.070

Nick Blair, ACWA: Yeah. Good morning, Commissioner Skinner, CEC. Staff. I am Nick Blair with the Association of California Water Agencies, and appreciate, as always, the opportunity to comment on the infrastructure plan and priority updates. Just for reference, ACWA represents more than 470 public water agencies that collectively deliver

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00:51:31.070 --> 00:51:41.460

Nick Blair, ACWA: approximately 90% of the water in California for domestic, agricultural, and industrial uses. Our members provide essential water and wastewater services daily and during emergencies,

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00:51:41.460 --> 00:52:04.989

Nick Blair, ACWA: including through use of medium and heavy duty vehicles. And we need reliability in our operations at all

times. The recent LA fires remind us of how essential it is to keep essential services like ours online as often as possible for the public. And we appreciate identification of medium and heavy duty charging as a priority continually and encourage continuation of that prioritization.

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00:52:05.010 --> 00:52:27.429

Nick Blair, ACWA: I'll just take a stab at number one. I want to emphasize there's a need to keep prioritizing access to funding in this space for public agencies, including my members. As we are now the sole audience complying with CARB's advanced clean fleet regulation removing, following removal of waivers recently that removed the need for private fleets to comply at this time.

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00:52:27.430 --> 00:52:35.619

Nick Blair, ACWA: There is a more limited market for entities that must buy these vehicles, and we have concerns that purchasing these vehicles and necessary charging

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00:52:35.620 --> 00:52:48.680

Nick Blair, ACWA: is going to be borne very heavily by public agencies who already have limited funding to spend on upgrading fleet operations. We have plenty of member agencies that serve low income and disadvantaged communities throughout the State

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00:52:48.680 --> 00:53:06.169

Nick Blair, ACWA: and also in areas that are far out and desolate to perform agency needs. So prioritizing funding in this way for these agencies is beneficial broadly because we, as Californians, all need essential public services like this in the water and wastewater space in our daily lives

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00:53:06.170 --> 00:53:21.590

Nick Blair, ACWA: and it's going to be needed to help comply with ACF. So I'll keep it short. I'm sure there's plenty to say, and plenty of other people to speak, but definitely want to emphasize the need to keep medium and heavy duty funding available for public agencies. Thank you.

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00:53:23.530 --> 00:53:24.420

Benjamin Tuggy (CEC): Thank you, Nick.

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00:53:25.200 --> 00:53:30.590

Benjamin Tuggy (CEC): Next we have Andrew Martinez. Go ahead, Andrew.

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00:53:31.908 --> 00:53:34.939

Benjamin Tuggy (CEC): And I'll clarify Andrew's filling in for Sydney from CARB.

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00:53:34.940 --> 00:53:52.713

Andrew Maritnez (CARB- he/him): Yeah, yeah, Andrew Martinez, from the California Air Resources Board. I had 2 questions, are really more clarifying questions. The 1st was you had mentioned, I think it was on the the kind of the general philosophy slide

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00:53:54.140 --> 00:54:14.850

Andrew Maritnez (CARB- he/him): funding for charging for for at home. I was just curious if that was focused on multifamily home, or if that was also meant to include single family home in some instances. And then the other question was, I guess, a bit going towards this question on the DC fast charging. I know that

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00:54:14.870 --> 00:54:31.330

Andrew Maritnez (CARB- he/him): CEC has parallel programs and and and goals with respect to vehicle grid integration, and I was just wondering if there's been any kind of evaluation, or or you plan to do some evaluation on how DC fast charging

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00:54:31.460 --> 00:54:50.339

Andrew Maritnez (CARB- he/him): may have an impact on VGI, just given different business cases, and where the motivation would be for VGI and DCFC versus AC level 2 or something like that. So just those questions that I had. Thank you.

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00:54:51.570 --> 00:55:03.310

Nancy Skinner (CEC): Well, I can take a little stab at. So the our clean transportation program has had funding available for multifamily.

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00:55:03.760 --> 00:55:06.830

Nancy Skinner (CEC): and that is, I think.

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00:55:06.900 --> 00:55:19.740

Nancy Skinner (CEC): and clearly members can speak to it if they choose to, but I think it's been identified by by the advisory committee, by the Legislature, by others as a very important priority, because

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00:55:19.770 --> 00:55:45.880

Nancy Skinner (CEC): there, especially in the renter situation, if you're a renter of a multifamily, you have little ability to to control or ensure that there'll be charging there, which may then affect your ability to, or desire to have an EV so definitely. There's interest in continuing the multifamily. But then there is the question of given that the data shows

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00:55:46.570 --> 00:56:07.179

Nancy Skinner (CEC): that access at or near your residence is the number one, both barrier to EV adoption, but also number one thing that might cause someone to adopt. Then we pose the question as to whether the committee can imagine any type of program that might assist.

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00:56:07.300 --> 00:56:21.980

Nancy Skinner (CEC): and when I say single family homes, I think we we should acknowledge that now there is a trend in California where many what was considered a single family lot now has multiple units.

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00:56:22.130 --> 00:56:47.860

Nancy Skinner (CEC): And that potentially assisting in whether it's panel upgrades or maybe rebates, or who knows? I'm not that maybe there's a way to assist a good number of residents. But again, this is not something that has been integrated into any of our programs to date, but it's certainly worth discussing.

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00:56:50.220 --> 00:56:51.820

Benjamin Tuggy (CEC): All right. Thank you, Commissioner.

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00:56:53.629 --> 00:57:00.449

Nancy Skinner (CEC): Oh, and around the grid issues, of course, I mean the the the interesting fact here is that

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00:57:00.740 --> 00:57:18.350

Nancy Skinner (CEC): it is not that DC fast charging in and of itself increases or decreases the reliability of the of the grid as a whole. If we look at the grid as the entire system. It's more on a,

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00:57:18.710 --> 00:57:38.520

Nancy Skinner (CEC): you know, basically almost a substation level, where, depending on the area that one might want to have a DC fast if there's already if, for example, it it would require, say, substation upgrades. Those are expensive and can take a long time. So

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00:57:38.520 --> 00:57:53.160

Nancy Skinner (CEC): so in integrating an increase in DC fast, there obviously has to be a lot of attention as to location, and where it can be accommodated without a lot of additional expense.

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00:57:54.580 --> 00:58:02.060

Nancy Skinner (CEC): But there are DC fast now, some developers who are integrating battery storage with the DC fast.

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00:58:02.210 --> 00:58:05.890

Nancy Skinner (CEC): So that's an interesting also, but we'll leave it at that.

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00:58:06.430 --> 00:58:09.280

Benjamin Tuggy (CEC): Yes, innovative techniques out there.

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00:58:09.530 --> 00:58:11.450

Andrew Maritnez (CARB- he/him): Can I? Can I clarify my question?

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00:58:11.450 --> 00:58:12.110

Nancy Skinner (CEC): Sure.

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00:58:12.110 --> 00:58:32.479

Andrew Maritnez (CARB- he/him): Further. Thank you. 1st of all, thank you, Commissioner Skinner, for responding to that. I think the question. I totally agree with everything you were saying. The question I was having was more around whether DC fast charging itself offers as much opportunity, or there might be as much desire to do VGI and grid services

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00:58:33.411 --> 00:58:37.980

Andrew Maritnez (CARB- he/him): than level 2. That's where I was going with it. Yeah, thank you.

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00:58:38.210 --> 00:58:39.376

Nancy Skinner (CEC): So for

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00:58:40.360 --> 00:58:48.370

Nancy Skinner (CEC): and maybe everybody in the committee understands completely what Andrew was referring to, but for for lay speak, so

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00:58:48.830 --> 00:59:00.493

Nancy Skinner (CEC): with a level 2 charger say, at home there is a there is the potential opportunity for what we call load shifting for the

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00:59:01.650 --> 00:59:22.150

Nancy Skinner (CEC): for the charger to be programmed at a time when there's least demand on the grid, so that we can accommodate our growth in electrical electricity, need or electricity demand due to EVs in a way that doesn't put a strain on

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00:59:22.150 --> 00:59:47.054

Nancy Skinner (CEC): either an area substation or the grid as a whole. And so there's this possibility for what we call load shifting, or even the possibility, if it's a say, many folks who have say storage and and charging and solar, where perhaps their vehicle could be a source of backup power in this what they call

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00:59:48.088 --> 01:00:05.899

Nancy Skinner (CEC): bidirectional capability. And those are there are definitely individuals who have who have implemented such things. There's also pilot projects. There's also utilities that are exploring it. So yes, there's clearly a role for level 2

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01:00:07.160 --> 01:00:11.079

Nancy Skinner (CEC): But however, what we're talking about with the CTP is

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01:00:11.280 --> 01:00:22.453

Nancy Skinner (CEC): is our investment of public funds a limited investment that will result in a limited number of infrastructure. Right? We still see much infrastructure being

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01:00:23.220 --> 01:00:50.660

Nancy Skinner (CEC): developed and implemented, due to private sector investment, whether it's market, you know, for profit entities or just homeowners, or just even multifamily builders or new developers. And of course, that trend not 100%, but a lot of it is in Level 2. So there is still, level 2 is not going to go away. So this is more a discussion around. Not that a wholesale shift and the entire charging

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01:00:50.840 --> 01:00:54.719

Nancy Skinner (CEC): ecosystem away from level 2, but rather,

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01:00:55.030 --> 01:01:01.230

Nancy Skinner (CEC): as in our discussion, how do we use our limited public funds in a way that's most impactful.

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01:01:03.110 --> 01:01:04.290

Benjamin Tuggy (CEC): Alright!

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01:01:05.210 --> 01:01:11.649

Benjamin Tuggy (CEC): I think we will next go to Mars Wu. So Mars go ahead.

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01:01:12.920 --> 01:01:31.509

Mars Wu, Greenlining (they/she): Yeah, thanks so much. Good morning. This is Mars Wu with the Green Lighting Institute. We're a climate, economic, and racial equity organization based in Oakland, but doing work Statewide. Really excited to work with Commissioner Skinner in this new capacity. I'm going to try to hit a couple of the questions so I might go a little fast, I think, starting off.

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01:01:31.790 --> 01:02:01.349

Mars Wu, Greenlining (they/she): You know, we know that the clean transportation program does require at least 50% of investments going towards disadvantaged communities. But at this point in time we still need to do a lot more. We know from the Luskin Center's 2024 report that only 15% of clean vehicle incentives distributed in California since 2010 have reached disadvantaged communities. We know that statewide pollution levels are not improving at the same rates in disadvantaged communities, and so would really encourage

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01:02:01.590 --> 01:02:07.290

Mars Wu, Greenlining (they/she): to go above and beyond the 50% floor required for this program.

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01:02:08.100 --> 01:02:15.584

Mars Wu, Greenlining (they/she): Next, moving towards DC fast charging. I've really appreciated the discussion so far. I just wanna highlight

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01:02:16.480 --> 01:02:32.395

Mars Wu, Greenlining (they/she): DC fast charging is more expensive on the consumer end than level one or level 2 charging. So we would just it would be really important to ensure that if there is a shift towards DC fast charging that it does remain affordable to lower income communities.

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01:02:32.880 --> 01:02:45.180

Mars Wu, Greenlining (they/she): I think part of the cost consideration is what the Commissioner was just discussing as well around would there be a need to upgrade the power grid in

certain areas? And how would that be factored into the funding as well? I think

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01:02:45.460 --> 01:03:02.969

Mars Wu, Greenlining (they/she): last year there was some discussion around a gas station model of DC fast charging. I didn't see that in the guiding principles, but I want to uplift that this could be an opportunity to integrate community benefits and labor standards into the construction and maintenance of these charging stations.

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01:03:04.510 --> 01:03:18.039

Mars Wu, Greenlining (they/she): And also it would be important to consider any secondary impacts for that location of these stations, you know, to ensure that we're not accidentally funneling traffic through neighborhoods.

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01:03:19.169 --> 01:03:30.080

Mars Wu, Greenlining (they/she): On hydrogen, just really quickly, I think I want to plus one Teresa's earlier comments. You know, Greenlining is also an organization that is deeply concerned about

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01:03:30.530 --> 01:03:58.509

Mars Wu, Greenlining (they/she): funding hydrogen without a clear and strict definition of green hydrogen. According to the CEC's own data from 2021, more than 95% of hydrogen is still produced by fossil fuels which is running counter to our climate goals. And so it's really important that any public funds going into hydrogen are meeting an environmental justice-centered definition of green hydrogen, which for our organization means water electrolysis production.

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01:03:58.740 --> 01:04:19.509

Mars Wu, Greenlining (they/she): And just kind of continuing with the limited funding discussion, you know, would really encourage that hydrogen funding is focused on medium and heavy duty hard to electrify sectors. Our limited funds really need to be used towards increasing equitable deployment for battery electric, which is market proven.

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01:04:20.115 --> 01:04:22.109

Mars Wu, Greenlining (they/she): That's my time, so I'll stop there.

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01:04:23.990 --> 01:04:25.400

Benjamin Tuggy (CEC): Thank you, Mars.

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01:04:25.980 --> 01:04:29.409

Benjamin Tuggy (CEC): Next we have Mariela Ruacho. Go ahead.

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01:04:31.720 --> 01:04:36.509

Mariela Ruacho: Good morning. Hi! Again. Mariela Ruacho with the American Lung Association.

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01:04:36.730 --> 01:04:54.110

Mariela Ruacho: So, as the Commissioner Skinner stated, there's limited funds available. In order to maximize these funds, it's important to continue equitable charging for light duty and emphasis on ZEV infrastructure for medium and heavy duty trucks. Our state of the air

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01:04:54.230 --> 01:05:07.450

Mariela Ruacho: report came out last week. By the way, California continues to have the worst air in the United in the US, ranking high for both ozone and and particle pollution and and impacting the health of

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01:05:07.620 --> 01:05:09.450

Mariela Ruacho: Californians every day.

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01:05:10.444 --> 01:05:27.290

Mariela Ruacho: As we know, medium and heavy duty trucks emit the most emissions, and this is an area that we need to focus on and help and help the transition ensuring we target routes, trucking routes frequently used, which are also close to frontline communities.

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01:05:27.979 --> 01:05:40.140

Mariela Ruacho: On hydrogen, support Teresa's comments in ensuring that we are on hydrogen refueling ensuring that we are prioritizing

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01:05:40.799 --> 01:05:51.789

Mariela Ruacho: medium and heavy duty versus passenger vehicles, which again high emitters, ensuring that we're maximizing the funds to high emitters. Thank you.

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01:05:54.580 --> 01:05:56.180

Benjamin Tuggy (CEC): All right. Thank you, Mariela.

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01:05:56.620 --> 01:05:59.009

Benjamin Tuggy (CEC): Next we have.

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01:06:00.480 --> 01:06:01.810

Benjamin Tuggy (CEC): Or did you want to make it?

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01:06:02.540 --> 01:06:05.949

Benjamin Tuggy (CEC): Next we have Sam Wilson, so go ahead and speak.

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01:06:07.840 --> 01:06:30.750

Sam Wilson - UCS: Hey, good morning again, and thanks thanks for the opportunity to be here everybody. My name is Sam Wilson. I'm a senior analyst with the Union of Concerned Scientists and based in Berkeley and my specific focus is on medium and heavy duty vehicle electrification. So regarding the 1st question. You know, given the

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01:06:31.210 --> 01:06:51.690

Sam Wilson - UCS: current and potential future state of the advanced clean fleets rule, we would suggest that the investment plan be structured as much as possible to accelerate the transition to zero emission freight. This is, in order to meet the goals set out by the governor of 100% on road zero emission freight by 2045

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01:06:51.690 --> 01:07:03.299

Sam Wilson - UCS: and 100% zero emission drayage operations by 2035. The investment should focus as much as possible in reducing emissions from the most polluting trucks on the road.

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01:07:03.639 --> 01:07:16.880

Sam Wilson - UCS: And access to charging. You know, it's it's often seen as a barrier to electrifying these vehicles. So mainly talking about tractor trucks here. So I think that these investments could really help to address this issue.

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01:07:17.440 --> 01:07:45.009

Sam Wilson - UCS: So in our state, tractor trucks are about 1% of the vehicles on the road, but they're responsible for around a 3rd of the smog forming NOx emissions, about a quarter of lung damaging PM 2.5 emissions, and just around 15% of greenhouse gas emissions from the States on road vehicles so electrifying that sector we we see as very critical to addressing the reason why we're pushing for electrification in the 1st place.

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01:07:45.492 --> 01:07:48.519

Sam Wilson - UCS: Glad to hear conversations around fast charging.

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01:07:48.640 --> 01:08:15.120

Sam Wilson - UCS: We agree that shifting to fast charging makes the most sense to promote and accelerate near term adoption of zero emission medium and heavy duty vehicles, we'd also suggest that as much as possible stations should be megawatt standard ready in order to both facilitate use by zero emission semis, and future proof CEC investments as the market and technology continues to develop.

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01:08:15.655 --> 01:08:31.330

Sam Wilson - UCS: Regarding equitable and expanded access to ZEV adoption, we would suggest that charging station developments be initially focused in and around freight hubs to facilitate accelerated adoption of regional haul zero emission drayage and tractor trucks.

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01:08:31.799 --> 01:08:47.730

Sam Wilson - UCS: In addition to the outsized statewide contributions that I just mentioned, they're also a primary contributor to the persistent struggles we see in port and warehouse adjacent communities in obtaining equitable access to healthy and clean air.

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01:08:47.729 --> 01:09:07.719

Sam Wilson - UCS: I'd also like to add that we think it's vital that communities be a part of these conversations around station developments and that such developments and related grid upgrades should have co-benefits for communities, so that would be like improved utility, resistance, resilience, rather to climate change

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01:09:07.720 --> 01:09:33.290

Sam Wilson - UCS: and reductions in neighborhood traffic. Finally, just to echo some of the comments that the previous 2 folks have mentioned. We think that hydrogen infrastructure should be limited to serving the hardest to electrify freight sectors and given the economic energy efficiency and environmental downsides of hydrogen fuel today, we would suggest that any investments in hydrogen fuel

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01:09:33.680 --> 01:09:41.890

Sam Wilson - UCS: work toward improving these downsides and that just overall investment should focus on battery electric charging as much as possible. Thanks.

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01:09:43.920 --> 01:09:45.550

Benjamin Tuggy (CEC): Alright. Thank you, Sam.

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01:09:45.870 --> 01:09:48.080

Benjamin Tuggy (CEC): Next up is Gillian Gillett.

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01:09:52.080 --> 01:10:01.169

Gillian Gillett: Good morning. Thank you. So I want to try to stay within 3 min. I have 2 sort of things to talk about. The 1st is

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01:10:02.202 --> 01:10:10.557

Gillian Gillett: part of making EV charging ubiquitous and equitable is making it

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01:10:11.300 --> 01:10:31.219

Gillian Gillett: transparent and discoverable everywhere. So most people use Google or apple maps for navigating and trip planning regardless of mode. And currently, you can see you can see those charging stations from those companies that

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01:10:31.791 --> 01:10:47.198

Gillian Gillett: meet the OCCP standard and publish their locations. However, you have to then download that company's app in order to figure out what the pricing is. So

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01:10:47.730 --> 01:11:04.320

Gillian Gillett: in transit, the transit data standard allows a customer to plan their route, and Google and apple maps will also tell the customer what the price of the trip is. And that's really important for lower income communities.

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01:11:04.340 --> 01:11:18.169

Gillian Gillett: So in the world of cars, the Department of Food and Agriculture requires or legislates that gas stations publish the prices of all of their fuels.

429

01:11:18.456 --> 01:11:28.773

Gillian Gillett: In letters, you know, so that the customer can see the the price before they enter the gas station in letters no less than 6 inches tall. So we kind of need to bring that that

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01:11:29.060 --> 01:11:52.550

Gillian Gillett: sensibility to this industry and put it in modern digital terms, which is, everything should be legible and transparent on Google and Apple maps, which requires a data standard which doesn't really exist yet. So I think it would be a great investment for the CEC to lead an industry working group that makes sure that the data standards are complete

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01:11:52.840 --> 01:12:14.869

Gillian Gillett: and that would also require sort of standardized pricing, I think, ultimately, so that the customer isn't really confused about what the minimum price is. Right. You can, for instance, still buy a dollar's worth of gas, but I'm not sure that you can buy a dollar's worth of electricity. So how are we, how are we compensating, or, you know,

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01:12:14.920 --> 01:12:41.859

Gillian Gillett: making a legible price also affordable. Then plug and charge is awesome, but it assumes a lot of things like that. The customer has a modern car, that they have a payment method that's loaded in their car. And that's not true. For you know, most Americans today. So let's make everything legible on Google.

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01:12:42.100 --> 01:13:06.889

Gillian Gillett: And then my second comment would be to second all the comments about heavy duty. So at the moment, it doesn't appear to us over here at Caltrans that transit and freight and even Caltrans are working together to look at shared refueling infrastructure, and that would really drop the prices and make sure that charging is where it needs to be so. Thanks very much.

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01:13:08.940 --> 01:13:10.550

Benjamin Tuggy (CEC): All right. Thank you, Gillian.

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01:13:11.070 --> 01:13:14.460

Benjamin Tuggy (CEC): Next up is Bill Magavern. So, Bill, go ahead.

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01:13:16.980 --> 01:13:17.900

Bill Magavern: Thanks.

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01:13:18.671 --> 01:13:21.560

Bill Magavern: Bill Magavern, with the Coalition for Clean Air.

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01:13:22.020 --> 01:13:26.840

Bill Magavern: And apologize if you can hear the background noise, I'll try to keep this quick.

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01:13:27.100 --> 01:13:34.209

Bill Magavern: 1st and foremost, I want to agree with all my colleagues who have stressed the importance of cleaning up

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01:13:34.360 --> 01:13:36.860

Bill Magavern: the medium and heavy duty sector.

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01:13:36.980 --> 01:13:43.739

Bill Magavern: Our communities, especially low income communities of color, are choking on toxic diesel exhaust.

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01:13:43.870 --> 01:14:10.510

Bill Magavern: And that is mostly coming from heavy duty vehicles. We've also had setbacks in some of the regulations affecting those vehicles. So it becomes all the more important to put more investment into cleaning up that sector. And so our hydrogen dollars we need to use on medium and heavy duty and make the most of that funding.

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01:14:11.020 --> 01:14:15.339

Bill Magavern: Secondly, when it comes to challenges in the light duty sector

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01:14:15.620 --> 01:14:21.440

Bill Magavern: too that we're concerned about are the lack of reliability of a lot of the public charging

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01:14:21.610 --> 01:14:30.749

Bill Magavern: and also the challenges of charging in multifamily housing. So I appreciate that Commissioner Skinner spoke to both of those issues.

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01:14:31.000 --> 01:14:43.760

Bill Magavern: And finally, I just want to plug for 2 important regulations the CEC is working on. The charger reliability standard that has already been addressed

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01:14:43.860 --> 01:15:06.189

Bill Magavern: and also we need to move on making replacement tires as efficient as new tires that will yield significant cost savings for consumers and also emission reductions. Whether a car is going on gas or electricity. We want to have efficient tires, so that we're not wasting that fuel.

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01:15:06.320 --> 01:15:07.549

Bill Magavern: Thank you very much.

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01:15:11.050 --> 01:15:12.330

Benjamin Tuggy (CEC): Thank you.

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01:15:12.560 --> 01:15:16.740

Benjamin Tuggy (CEC): Next is Katrina. Katrina Fritz, please go ahead.

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01:15:17.560 --> 01:15:18.722

Katrina Fritz: Hi, thank you.

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01:15:19.250 --> 01:15:29.750

Katrina Fritz: I'm Katrina Fritz, the President and CEO of the California Hydrogen Business Council. We represent over a hundred organizations and community organizations working in hydrogen.

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01:15:30.220 --> 01:15:36.159

Katrina Fritz: I'd like to respond to several of the questions. 1st is with respect to challenges.

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01:15:36.590 --> 01:15:40.550

Katrina Fritz: We wanted to make sure that we

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01:15:40.920 --> 01:15:55.979

Katrina Fritz: continue to take into account that hydrogen, light duty and medium duty should be grouped together, and heavy duty has a different technology requirement. So it's technically correct to have light and medium duty together

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01:15:56.230 --> 01:16:00.610

Katrina Fritz: and heavy duty as a separate category, where possible.

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01:16:01.350 --> 01:16:04.510

Katrina Fritz: As to other considerations that are asked.

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01:16:04.830 --> 01:16:15.640

Katrina Fritz: There should be emphasis in the principles that hydrogen and battery infrastructure should be put on equal footing. Equal investments will allow for more fair competition. So opening up the categories.

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01:16:15.960 --> 01:16:42.240

Katrina Fritz: The 15% hydrogen investment requirement should be considered a floor, not a ceiling, and transit agencies are an example of a market that's increasingly choosing mixed fleets or fuel cell buses and hydrogen infrastructure because of their performance requirements and air quality benefits to the community. They've already been operating hydrogen buses in public service for over 10 years in California, so this is a proven solution to replacing diesel.

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01:16:42.730 --> 01:16:58.949

Katrina Fritz: Hydrogen refueling infrastructure doesn't require home charging. So we have the ability to locate hydrogen infrastructure similarly to how gas stations are already installed, so that can address some of these equity issues with public refueling infrastructure and community benefit.

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01:16:59.220 --> 01:17:16.430

Katrina Fritz: I'd like to also note some industry developments, including the Bosch Rexroth and First Element Fuel development of a hydrogen cryo pump station to improve performance and reliability of the existing and new hydrogen refueling infrastructure for all vehicle classes.

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01:17:16.540 --> 01:17:24.419

Katrina Fritz: In California this week Hyundai has launched a North American version of its class 8 fuel cell truck to address gaps in product availability.

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01:17:24.630 --> 01:17:45.370

Katrina Fritz: The truck market also requires the performance of fuel cell trucks in many cases. So refueling times are under 20 min, heavier payloads can be moved, and the trucks have an operating range of hundreds of miles. So again, the CTP IP should be structured to give the market a choice depending on what they need rather than a mandate to force a technology that might not meet customer requirements.

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01:17:45.730 --> 01:17:55.820

Katrina Fritz: Pilot has identified travel plaza and station locations to expand availability of ZEV, including hydrogen infrastructure as part of the California hydrogen hub.

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01:17:55.920 --> 01:18:00.380

Katrina Fritz: The 9.8 billion dollars of private investment that's been pledged as match

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01:18:00.610 --> 01:18:17.819

Katrina Fritz: for hub funding is really critical to realize this through the CTP IP and maintaining some support at the state level for the hydrogen infrastructure to bring the jobs and investments and the significant transit investments in hydrogen to fruition whether or not we receive the federal funding.

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01:18:18.670 --> 01:18:46.909

Katrina Fritz: With respect to priorities for hydrogen, refueling infrastructure, we again support continued investment in light, medium, and heavy duty infrastructure, because we see that co-location of light and medium duty as essential. Ford pro also announced some work that they're doing in the truck market. So I think we're going to see more of these medium duty vehicles coming out, and we already have close to 17,000 light duty vehicles running in California today.

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01:18:47.530 --> 01:19:08.780

Katrina Fritz: The CEC projections for hydrogen refueling infrastructure are much lower than projections from other agencies. So we encourage the CEC to align scenarios with the

rest of the State and develop a statewide deployment scenario, working with CARB, CTC, and ARCHES to make sure that these forecasts for light medium and heavy duty are aligned.

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01:19:09.852 --> 01:19:22.819

Katrina Fritz: And finally, we previously requested that the unexpired funds from canceled Shell agreements should be reallocated to the hydrogen refueling category, and I'd like to ask, what is the status of that reallocation.

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01:19:28.700 --> 01:19:38.547

Nancy Skinner (CEC): We are still looking at. We just did a recent solicitation on hydrogen fueling. And

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01:19:39.360 --> 01:19:53.290

Nancy Skinner (CEC): we. So we're it is still under discussion, a decision has not been made. But we're reviewing the solicitation that we had underway, for example, in in our deliberations on that.

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01:19:54.790 --> 01:19:56.209

Katrina Fritz: Okay, thank you. Commissioner.

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01:19:58.780 --> 01:20:01.670

Benjamin Tuggy (CEC): All right. Thank you, Katrina and Commissioner.

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01:20:01.910 --> 01:20:06.319

Benjamin Tuggy (CEC): Next we have Vanessa Warheit. So, Vanessa, please go ahead.

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01:20:06.320 --> 01:20:35.989

Vanessa Warheit (she/her): Hi, thank you. Yeah. I'm Vanessa Warheit. I'm the project director for the National Charging Access Coalition. I'm based in the Bay Area but NCAC is a national nonprofit dedicated to accelerating universal, safe, and reliable access to electrical power for charging all types of personal vehicles at home and at work. Big picture I'd like. Well, first, I'd like to just welcome Commissioner Skinner. So

glad you're here. Big picture. I'd like to encourage the CEC to focus on

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01:20:36.120 --> 01:21:00.000

Vanessa Warheit (she/her): 2 things, prioritizing home and workplace charging. I'm really pleased the CEC is considering dwell time now in its thinking, because that's a critical factor in allocating energy most efficiently and also focus on ensuring the cost to charge is equitable. So we need to be looking, not just at access, but also at ensuring that access is available at the same

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01:21:00.140 --> 01:21:02.110

Vanessa Warheit (she/her): monetary rate.

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01:21:02.566 --> 01:21:17.240

Vanessa Warheit (she/her): I'm really pleased to hear Commissioner Skinner's comment on the importance of home charging, and I'm concerned that the guiding principles still don't adequately address inequities in access to private home and workplace charging particularly for low income communities.

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01:21:17.310 --> 01:21:46.870

Vanessa Warheit (she/her): I would like to draw everyone's attention to, I'm going to put this link in the chat. Maybe you can share it with the public. But there was a June 2023 article in the Financial Post. The headline is Germany is quietly dropping its goal of having 1 million electric car charging stations on streets and its supermarkets by 2030 as it becomes clear that people prefer to power up at home. We are not the 1st people to be going through this transition. It would be wise for us to learn from folks who are farther along.

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01:21:47.970 --> 01:21:58.799

Vanessa Warheit (she/her): In terms of challenges. Getting multifamily housing owners and operators to install charging is still a huge challenge, particularly in affordable housing.

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01:21:58.800 --> 01:22:23.649

Vanessa Warheit (she/her): So I'm extra grateful to the CEC for doubling the recently announced REACH 3.0 awards to increase

access for multifamily housing in this hard to electrify sector. I want to encourage you to maintain that level of funding, currently 38 million. It's an investment in, it's a critical sector. It funds infrastructure in the hardest to serve and highest yield locations which is affordable and low income multifamily housing. And I'm happy to talk

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01:22:23.650 --> 01:22:25.700

Vanessa Warheit (she/her): more about those challenges if you want.

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01:22:25.700 --> 01:22:54.009

Vanessa Warheit (she/her): CEC should focus on supporting solutions that incorporate power management and bidirectionality so ensuring that home and workplace-based charging are wired in a way that both uses power intelligently, power that's already there at the building. So, not having to build out the grid more, and incorporates new bidirectional EVs again. Thank you, Commissioner Skinner, to support the grid as they come online.

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01:22:54.080 --> 01:23:19.049

Vanessa Warheit (she/her): I mentioned cost. Cost to the end user for charging is critical. DC fast charging is the most expensive type of charging. It's also harder on batteries, particularly for older model EVs. It reduces the value of older model EVs. And while it is more convenient than public level 2, in some cases it's far less convenient than home charging. I want to direct, I'm going to put a link also to a paper

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01:23:19.050 --> 01:23:30.300

Vanessa Warheit (she/her): of UC Davis, and my colleague, Dwight Mccurdy, is one of the authors on that paper can speak to it during public comment. That shows that public charging DC fast charging can cost up to 6 times more.

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01:23:30.300 --> 01:23:46.029

Vanessa Warheit (she/her): I'd also like to just bring up. I'd like to ask the CEC if you're factoring in NEVI and CFI federal funds for DC fast charging, as you consider whether or not to allocate State funds to that DC fast charging network.

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01:23:47.080 --> 01:23:58.079

Vanessa Warheit (she/her): I'd like to know if the CEC could please include private non-shared chargers in future assessments required by AB 2127.

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01:23:58.080 --> 01:24:22.400

Vanessa Warheit (she/her): And lastly, to ensure the most efficient use of energy and the most equitable results for all low income communities, I want to plus one to the previous comments on the need to ensure funding is focused only on, truly the hydrogen funding is only focused on truly green hydrogen. And strongly encourage the CEC to devote resources required for hydrogen to medium and heavy duty transportation only not to light duty.

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01:24:22.430 --> 01:24:24.150

Vanessa Warheit (she/her): Thanks for letting me run over.

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01:24:26.040 --> 01:24:30.920

Nancy Skinner (CEC) Thank you, Vanessa, and just a little update at the moment

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01:24:31.110 --> 01:24:41.449

Nancy Skinner (CEC): California is not able to access any of the NEVI funds or the other Federal funds that we otherwise were awarded

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01:24:41.560 --> 01:24:49.620

Nancy Skinner (CEC): for for these DC fast charging networks. So it's all right now unavailable.

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01:24:51.100 --> 01:24:53.420

Benjamin Tuggy (CEC): All right. Thanks for the Clarification Commissioner.

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01:24:54.370 --> 01:24:57.740

Benjamin Tuggy (CEC): Next, we have Ted Lamm.

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01:24:59.490 --> 01:25:16.619

Ted Lamm: Thank you, Ted Lamm Center for Law, Energy, and the Environment where I lead our EV equity initiative. Thanks to Commissioner Skinner and the staff for having this group today. It's great to be here. I just wanted to make one very quick comment, and I wanted to build on and respond to

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01:25:16.870 --> 01:25:44.950

Ted Lamm: Commissioner Skinner's well placed note and other commenters' well placed notes about the limited nature of this program's funding and the importance of directing it toward the uses and the technology investments, infrastructure investments that are most in need of state support. And in light of that, the potential role for other entities, including the private sector and individuals and local governments to step up their role in

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01:25:44.950 --> 01:26:08.579

Ted Lamm: low powered or lower powered level 2 and level one EV charging to the extent that that shift in priorities or redirection of priorities more toward DC fast charging is essential. And again, recognizing the limited nature of the funds and the scope of the program. I would encourage the staff and the Commission to consider ways that the program can help support, whether through

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01:26:08.780 --> 01:26:31.850

Ted Lamm: informational resources or smaller scale funding, help support multifamily property owners and help support local governments in their planning for their role in supporting the rollout of level 2 charging, curbside, multifamily at home, etc. and low powered level, one charging where that is an appropriate resource. I think it's crucial that the Commission and this program play a role in supporting those

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01:26:31.850 --> 01:26:56.650

Ted Lamm: those other forms of charging. In particular, if the transition to a more DC fast focused program is going to rely on other entities to take up the slack in the level 2 and level one charging space. So I think there's a very low cost and efficient role for this program to play in supporting the rest of the State in making up that gap essentially, and I think it's doubly valuable in light of the

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01:26:56.650 --> 01:27:04.119

Ted Lamm: very likely loss of substantial sources of Federal funds that those local governments have been planning on receiving for the last few years.

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01:27:04.170 --> 01:27:05.340

Ted Lamm: That's all. Thanks.

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01:27:07.250 --> 01:27:09.000

Benjamin Tuggy (CEC): All right. Thank you, Ted.

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01:27:09.440 --> 01:27:12.859

Benjamin Tuggy (CEC): Next we have Gia Vacin. So, Gia, please go ahead.

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01:27:13.820 --> 01:27:15.190

Gia Vacin | GO-Biz: Great. Thank you.

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01:27:15.724 --> 01:27:32.370

Gia Vacin | GO-Biz: Just wanted to respond to the various proposed principles. So I think I really like the idea or understand the idea for shifting the funds, depending on what comes in in the ZEV packages and the supplemental funding. I agree that this is, you know, the right

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01:27:32.370 --> 01:27:49.649

Gia Vacin | GO-Biz: approach. I'm thinking that it would be really helpful to have, and I imagine Energy Commission is doing this, but have some kind of guidelines, criteria, and certainly really some transparency around, how those decisions would be made, or how those shifts would be prioritized. So, thinking about that

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01:27:49.690 --> 01:28:18.237

Gia Vacin | GO-Biz: ahead of time in this sort of scenario planning, I think, would be really helpful in terms of well, buy in, and just understanding the thinking there. Agree with the emphasis on on multifamily dwellings and the sort of continued focus on rural and the disadvantaged community investments. I

want to in this next investment plan, I recommend thinking a little bit more about

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01:28:18.810 --> 01:28:27.039

Gia Vacin | GO-Biz: really focusing on the unique needs and challenges in different parts of the State. Right? It's not a 1 size fits all solution and

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01:28:27.270 --> 01:28:50.730

Gia Vacin | GO-Biz: not all rural communities the same, you know, not all disadvantaged communities are the same. So really thinking about that piece. And in fact, we're reviewing proposals right now. But GO-Biz is undertaking an effort under our equity work under SB 1251 to do some community engagement and outreach, and really to uncover some of these pieces in the uniqueness of our state. So I'd love to

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01:28:50.930 --> 01:28:55.229

Gia Vacin | GO-Biz: share more of that. Have, of course, CEC will be a partner there.

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01:28:56.660 --> 01:29:14.569

Gia Vacin | GO-Biz: Shifting more to DC fast charging, I think, makes sense. We need to right size the solution, though, and in general, yes, and in some places, as others have said, level 2 is better from a cost, and maybe even grid planning perspective. So it's good to see that that's sort of noted in the principles here.

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01:29:14.740 --> 01:29:34.390

Gia Vacin | GO-Biz: And I love that we, this this principle of sort of flexibility and responsiveness. I think this is really key, especially given where we are today. So thinking about that. How do we get more creative with funding? Right? How can we think about funding mechanisms that are maybe more unique?

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01:29:34.390 --> 01:29:59.380

Gia Vacin | GO-Biz: Let's see, I have 2 more items with respect to hydrogen. I think my, you know my recommendation here for Number 4 is, we really do need to align with the ARCHES hub and thinking about strategically how to invest the small amount of

money we do have in this system that is already set up to drive down cost, drive up supply. By the way, in clean, renewable hydrogen, which in some cases I beg to differ.

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01:29:59.380 --> 01:30:09.140

Gia Vacin | GO-Biz: It shouldn't just be electrolysis right? We have biogenic sources of hydrogen production which can actually be carbon negative, right? So so thinking about renewable

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01:30:09.210 --> 01:30:20.630

Gia Vacin | GO-Biz: in that way, of course. But using that money to really expand our impact with those investments in a system versus like a patchwork. So, thinking more creatively there if we can.

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01:30:20.680 --> 01:30:45.316

Gia Vacin | GO-Biz: And then I guess I'll just kind of reiterate as we think about where we are and the uncertainty. Maybe I'll just take 20 more seconds, if I may. I think we really need to think about project planning right, like cross sector project planning. We need, like the coalition of the willing. In the absence of some of our regulations and funding uncertainties, we really need to think creatively about, where are we placing these things? How are we working together? So?

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01:30:45.610 --> 01:31:09.049

Gia Vacin | GO-Biz: And then, of course, just really, yes, really leaning in on the equity effort, and, you know, not losing sight of having to maintain market momentum here with what we have going on the trump administration. So these are. This is not a business as usual time, I think, with them. I'm stating the obvious for this group, and so we need to not treat it that way so.

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01:31:09.050 --> 01:31:20.030

Gia Vacin | GO-Biz: And then thanks Commissioner Skinner for being at the helm here. It's great to have you, and for the thoughtfulness that the CEC has put into this 1st piece here. Thanks a lot.

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01:31:20.160 --> 01:31:21.640

Gia Vacin | GO-Biz: Thanks for the extra time.

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01:31:23.670 --> 01:31:31.530

Benjamin Tuggy (CEC): Alright, thank you Gia. Having a small computer hiccup here. But in the meantime I want to give a

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01:31:31.870 --> 01:31:40.570

Benjamin Tuggy (CEC): just an announcement to any advisory committee members who may have had technical difficulties and had to call in via telephone.

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01:31:40.900 --> 01:31:43.329

Benjamin Tuggy (CEC): You can press. I believe it's

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01:31:43.540 --> 01:31:48.129

Benjamin Tuggy (CEC): star 9 to raise your hand. Someone can correct me on that.

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01:31:48.703 --> 01:31:56.490

Benjamin Tuggy (CEC): I I believe all advisory committee members were able to connect via Zoom. But just putting that out there just in case.

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01:31:57.841 --> 01:32:08.689

Benjamin Tuggy (CEC): Do we have any other advisory committee members who would like to speak at the moment? I don't see any more raised hands. I do see.

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01:32:08.850 --> 01:32:23.690

Benjamin Tuggy (CEC): probably public comment. But what we do here in the room? Oh, perfect! Go ahead! Good morning, or afternoon, as it may be. Jennifer Cohen, with the Pacific Merchant Shipping Association. I

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01:32:24.140 --> 01:32:27.640

Jennifer Cohen: want to note, I think, as Gia just said, that there's

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01:32:28.080 --> 01:32:49.169

Jennifer Cohen: the situation with funding is getting worse given Federal situation. And so, while we've noted that there's no shortage of need, there is a shortage of funding and so triaging what has the greatest impact, I think that the medium and heavy duty space needs significant support both in offsetting costs of vehicles and infrastructure.

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01:32:49.560 --> 01:33:06.310

Jennifer Cohen: And so, as we look at this, I would urge us to reduce, to be not be overly prescriptive, and to recognize that there are many businesses at stake that need to have the option to explore and expand in public.

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01:33:06.420 --> 01:33:11.870

Jennifer Cohen: And not let the perfect be the enemy of the good as we try and hasten market development.

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01:33:13.820 --> 01:33:15.610

Benjamin Tuggy (CEC): All right, thank you, Jen.

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01:33:15.920 --> 01:33:19.540

Rev. Charles Dorsey: We doubling back now? Certainly. Actually.

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01:33:19.690 --> 01:33:27.559

Rev. Charles Dorsey: Okay. Yeah, I will. Just continuing on what I was saying earlier and hopefully concluding my thoughts.

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01:33:27.680 --> 01:33:30.824

Rev. Charles Dorsey: You know, we've requested.

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01:33:32.180 --> 01:33:36.969

Rev. Charles Dorsey: There have been requests put out for more transparency in the data and past performances.

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01:33:37.280 --> 01:33:45.989

Rev. Charles Dorsey: Right? So that where the money has been invested, what have the outcomes been, particularly as it relates to

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01:33:46.130 --> 01:33:54.290

Rev. Charles Dorsey: partnerships with other large recurring vendors and things like that, and how that has translated to opportunity or lack of opportunity

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01:33:54.450 --> 01:34:04.260

Rev. Charles Dorsey: for the communities that we're hoping to invest in. We're still trying to get our hands on that, and that really being

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01:34:05.640 --> 01:34:09.470

Rev. Charles Dorsey: the nuances of that really being appreciated right like.

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01:34:09.800 --> 01:34:14.340

Rev. Charles Dorsey: Where did the discharges actually go? And

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01:34:14.850 --> 01:34:44.159

Rev. Charles Dorsey: who were the contractors that were used, right? Is there a number that says right? Because we we have a percentage requirement in the plan. But I'm not sure if in the past we've actually tracked it to see if we completed it. So that's just under just reporting transparency. And some of that is capacity on you guys in like just not having the capacity to be able to produce it, and then some of it is people sometimes overlooking the necessity to pick new vendors

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01:34:44.390 --> 01:34:51.919

Rev. Charles Dorsey: right like, give the money to other people. And while they may not have a track records.

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01:34:52.190 --> 01:35:16.909

Rev. Charles Dorsey: The kinds of data that we're looking at. The other thing I want to bring up is the plan should have 2 things, and I know this is not possible, but I know there are some just groundbreaking trend setting people in the room. And so the application process in itself to get funding is biased to organizations that can compete in that particular area. The people who are putting together the applications have no clue.

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01:35:17.110 --> 01:35:18.390

Rev. Charles Dorsey: in my opinion

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01:35:18.560 --> 01:35:41.640

Rev. Charles Dorsey: how that, how they're and I mean this with respect. So if you're in the room and put it together, I'm not talking about you're talking process right, but they haven't paid attention to the barriers that are erected just by the very existence of the way that they have to apply. And that's that's the real challenge. And then the other challenge is so. There is some

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01:35:41.790 --> 01:35:45.810

Rev. Charles Dorsey: something to be said about how

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01:35:47.520 --> 01:36:02.680

Rev. Charles Dorsey: when organizations have to find matching funds that also creates a barrier. So if you say, Hey, we want to choose you, and we want to fund this at \$100,000. But you got to find another \$100,000 like that is insane for

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01:36:02.820 --> 01:36:05.489

Rev. Charles Dorsey: marginalized communities who already have

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01:36:05.960 --> 01:36:29.070

Rev. Charles Dorsey: a number of things pulling at their resources. And I wanna like, if it was 5 on a page, I blow it up to 300, right? Because everybody knows this is an issue. So I really want to challenge this plan to put together, not supporting, but covering all the cost, or bringing the partners to the table, so that these organizations do not have to go and find a match in order to take advantage.

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01:36:30.050 --> 01:36:33.560

Benjamin Tuggy (CEC): All right, thank you for the feedback, Dr. Dorsey.

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01:36:33.860 --> 01:37:01.180

Benjamin Tuggy (CEC): and I'll quickly say on one of those items as far as sorting information. I'm the one who puts together the pie chart there, for how much of our money we spend on low income. So we do have that public. I just want us to be sensitive to that because we really want to help people. Absolutely. And we have to get directly to some of the things. That's just my opinion, but no attack. Just

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01:37:01.330 --> 01:37:02.552

Nancy Skinner (CEC): Well, it's a

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01:37:03.190 --> 01:37:07.469

Nancy Skinner (CEC): The the value of the feedback, from my point of view is that it does

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01:37:08.830 --> 01:37:09.859

Nancy Skinner (CEC): If we.

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01:37:10.630 --> 01:37:25.530

Nancy Skinner (CEC): When we get a little more granular, especially before we finalize this next investment plan, we can kind of see it sort of shows us how you know what our, what our concept was in the previous investment plans.

556

01:37:25.540 --> 01:37:41.760

Nancy Skinner (CEC): And then how it was actualized. Right? Because, as we know, you know, we we put together these concepts. We don't always know how it will fully work in practice. So it might even are getting a little more granular might help us in inform

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01:37:42.040 --> 01:37:43.830

Nancy Skinner (CEC): our revisions to the plan.

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01:37:44.280 --> 01:37:45.910

Benjamin Tuggy (CEC): Absolutely. Yeah.

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01:37:46.340 --> 01:37:47.850

Benjamin Tuggy (CEC): All right.

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01:37:48.630 --> 01:37:53.450

Benjamin Tuggy (CEC): Next we have Reverend Vaughn would like to make another comment.

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01:37:55.660 --> 01:37:57.100

Rev. Harvey Vaughn III: Welcome Commissioner!

562

01:37:57.700 --> 01:37:58.410

Nancy Skinner (CEC): Thank you.

563

01:37:58.440 --> 01:37:59.680

Rev. Harvey Vaughn III: Have you serving.

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01:37:59.960 --> 01:38:04.342

Rev. Harvey Vaughn III: I wanted to make a just a quick comment. And that's about

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01:38:06.410 --> 01:38:09.670

Rev. Harvey Vaughn III: underserved communities and making sure that they have

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01:38:10.600 --> 01:38:16.640

Rev. Harvey Vaughn III: the resources, or that when when the the the money's are being dispersed, to put

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01:38:18.430 --> 01:38:25.100

Rev. Harvey Vaughn III: to put this in communities, I think I heard someone say that that 50%

568

01:38:25.260 --> 01:38:30.099

Rev. Harvey Vaughn III: is supposed to come to underserved communities. But only 15% has actually been

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01:38:31.610 --> 01:38:36.090

Rev. Harvey Vaughn III: been spent in in the underserved communities.

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01:38:36.200 --> 01:38:41.690

Rev. Harvey Vaughn III: One of the things that that I see is that many of the well, the community I'm in

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01:38:41.790 --> 01:38:46.370

Rev. Harvey Vaughn III: is an underserved community, and I don't see a lot of electric vehicles.

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01:38:46.550 --> 01:38:51.570

Rev. Harvey Vaughn III: And so I guess the question that I would have is, in addition to revenue going to build

573

01:38:51.780 --> 01:38:56.800

Rev. Harvey Vaughn III: fast charging stations, or even with the homes that are in the area.

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01:38:57.020 --> 01:39:01.260

Rev. Harvey Vaughn III: If you have it that a person can plug into their home

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01:39:01.420 --> 01:39:08.060

Rev. Harvey Vaughn III: some of these homes infrastructures of the electric panels are not, they can't handle that.

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01:39:08.270 --> 01:39:31.190

Rev. Harvey Vaughn III: And so, I would like to know, is is this commission? Are we going to be putting anything in place that would give people that are living in older homes some type of grant where they can update the electrical system so that they could have a fast charging at home. And then the other question that I would have is

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01:39:31.882 --> 01:39:35.399

Rev. Harvey Vaughn III: will there be any monies made available

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01:39:35.980 --> 01:39:41.810

Rev. Harvey Vaughn III: to individuals so that they can purchase EVs?

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01:39:41.960 --> 01:39:45.419

Rev. Harvey Vaughn III: Because again, in a lot of underserved communities,

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01:39:45.760 --> 01:39:49.759

Rev. Harvey Vaughn III: individuals don't have the money to even purchase the vehicles

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01:39:49.920 --> 01:39:52.730

Rev. Harvey Vaughn III: to even be able to go plug in anywhere or have it.

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01:39:52.730 --> 01:39:53.649

CNRA 3-202 AV 1: Yeah, yeah, yeah.

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01:39:53.650 --> 01:40:00.120

Rev. Harvey Vaughn III: You know, at home. And so I'm just wondering. Will there be some funds for

584

01:40:01.000 --> 01:40:06.320

Rev. Harvey Vaughn III: infrastructure in in people's individuals home? Not multifamily.

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01:40:06.480 --> 01:40:09.570

Rev. Harvey Vaughn III: But if I'm a resident, and I need to have

586

01:40:09.760 --> 01:40:16.919

Rev. Harvey Vaughn III: my electric up upgraded so that I can do a fast charge. And then the other question would be

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01:40:17.400 --> 01:40:22.570

Rev. Harvey Vaughn III: will there be something put in place that will be an incentive

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01:40:23.270 --> 01:40:32.810

Rev. Harvey Vaughn III: to individuals that are lower income or moderate income, that probably could not afford a new electric vehicle.

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01:40:33.000 --> 01:40:39.360

Rev. Harvey Vaughn III: Any type of incentive or grants that would give them some assistance to purchase.

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01:40:42.318 --> 01:40:46.381

Nancy Skinner (CEC): I, Reverend Vaughn, appreciate those comments on the

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01:40:47.420 --> 01:41:14.260

Nancy Skinner (CEC): on the home charging upgrade. This is what I raised, and why we included the question of how might CEC further support at home charging is that we have identified that there are that one of the barriers is that some of our older homes, and not that all older homes are where lower income people live. But you know, sometimes there is a core. There is some correlation.

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01:41:14.310 --> 01:41:22.699

Nancy Skinner (CEC): And clearly electrical upgrades have less happened in a lower income residents home

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01:41:23.430 --> 01:41:37.195

Nancy Skinner (CEC): that you know. Perhaps 1 1 mechanism that we might consider would be to help support panel upgrades. Now again, what you know we we'd have to really look at is,

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01:41:37.920 --> 01:41:58.070

Nancy Skinner (CEC): what would that cost? How many might we then be able to achieve? And again, is it that if with limited funding, is that a good use of the public funds in terms of that equitability thing? So those are all considerations, which is why I think we put it up here for us to talk about and consider.

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01:41:58.200 --> 01:42:03.736

Nancy Skinner (CEC): And the the other thing about home charging. It's it's funny.

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01:42:04.867 --> 01:42:25.249

I looked around my neighborhood and I I just wanna as I say that, I want to point out that Gia from GO-Biz did did legitimately point out that California is very varied, that neighborhoods are, you know, very different, depending on where they are. But it is the case that we do have

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01:42:26.190 --> 01:42:35.629

Nancy Skinner (CEC): neighborhoods in many of our urban areas with older homes, more in the more dense areas that don't have driveways, for example, or don't have garages.

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01:42:36.000 --> 01:42:51.709

Nancy Skinner (CEC): And so then you know, how is it that they get home charging? And I think that we see in some of those kind of neighborhoods where people either they've just done it or their local government maybe allowed them to. There's like charging on the curb.

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01:42:51.710 --> 01:43:07.920

Nancy Skinner (CEC): And in some cases that's being shared by with other residents. Now it is kind of a it seems. Sharing doesn't seem to be the biggest ethos that Americans or Californians have, but you know, maybe

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01:43:07.930 --> 01:43:16.159

Nancy Skinner (CEC): maybe there's a way to design a program. Because I noticed in thinking about this, I noticed that the

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01:43:16.210 --> 01:43:25.499

Nancy Skinner (CEC): EV charger I'm a recent EV owner and the EV charger that I got for my home has the ability to

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01:43:26.125 --> 01:43:45.989

Nancy Skinner (CEC): have it shared. So, in other words, I could potentially allow other people in my neighborhood to use it because it allows for putting in a different email address which

would show you exactly how many kilowatts or kilowatt hours were used. And then, you know, you could potentially say, Okay, neighbor, you can use this. But you know this is what it costs.

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01:43:46.498 --> 01:44:09.781

Nancy Skinner (CEC): But there, there could conceivably be ways where we could set up a program where there could be such sharing, or there could be more curbside charging, or there could be upgrades to panels. Again it's I think not something that we've really, ever, you know, designed before, and I would say that, you know with it's

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01:44:10.610 --> 01:44:12.530

Nancy Skinner (CEC): these are.

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01:44:12.820 --> 01:44:35.370

Nancy Skinner (CEC): It's not the kind of thing the CEC has done in the past. So it'd be new to us, new to us in terms of how to do it right, which you'd want to do your best to do it right. But anyway, these are the kinds of thoughts that might be worth our our considering. But in the on the issue of your question about providing money directly for the purchase of vehicles.

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01:44:35.938 --> 01:44:49.580

Nancy Skinner (CEC): I know that CARB has had a program like that in the past. There's tax credits that exist, and there are some of the different air districts that have had such a program. But the CEC, we ourselves,

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01:44:49.990 --> 01:44:52.580

Nancy Skinner (CEC): we our funding is

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01:44:52.760 --> 01:45:06.040

Nancy Skinner (CEC): is more restricted to the infrastructure versus the actual subsidizing of the vehicle. So that's just a kind of limitation we have. But anyway, but thank you for your comments.

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01:45:07.420 --> 01:45:08.660

Benjamin Tuggy (CEC): Alright.

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01:45:09.290 --> 01:45:15.299

Benjamin Tuggy (CEC): So next we have Mars Wu, who would like to make another comment. So go ahead, Mars.

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01:45:15.780 --> 01:45:24.039

Mars Wu, Greenlining (they/she): Yeah, thanks so much. I had a couple, I think procedural questions. One, I think, going back to the slide and the presentation

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01:45:24.390 --> 01:45:43.710

Mars Wu, Greenlining (they/she): showing the timeline for for the 25 to 26 funding plan. It looked like there was, I think, I only saw one staff draft to be published before the lead report. I believe. I think last year there was a draft, and then an updated draft where there were opportunities to meet and comment on both.

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01:45:44.126 --> 01:46:03.269

Mars Wu, Greenlining (they/she): So just want to ask about I think that shift. And then also just had a comment around, generally like extending the public comment periods where possible. I believe that CARB and the CPUC both use the OAL guidance of 45 days for written comments, and

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01:46:03.849 --> 01:46:10.050

Mars Wu, Greenlining (they/she): we have, I think, around 2 weeks to make comments on CEC plans.

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01:46:10.240 --> 01:46:11.479

Mars Wu, Greenlining (they/she): So those are my questions.

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01:46:13.340 --> 01:46:20.099

Nancy Skinner (CEC): Appreciate your raising those. This shorter comment period that we posted up here was on the guiding principles only,

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01:46:20.220 --> 01:46:24.450

Nancy Skinner (CEC): right? Not on a full draft and

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01:46:25.255 --> 01:46:50.010

Nancy Skinner (CEC): we'll we will look at the timeline again. But I think it would be difficult for us to put out 2 drafts and have 2 public comment periods and still meet a time period for us for the Advisory Committee to meet again and for the Commission to adopt if we intend to do so before the end of the year. So and we

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01:46:50.681 --> 01:46:54.769

Nancy Skinner (CEC): things were a little delayed a lot, because

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01:46:55.010 --> 01:47:14.910

Nancy Skinner (CEC): number one, we there's really big changes that have occurred. Right? So with Federal funding situations, with potentially what funding we might have available with many aspects that might otherwise. I think, Gia said, you know this is not a

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01:47:14.910 --> 01:47:34.989

Nancy Skinner (CEC) compared to the previous 2 or 3 years, where there was both much more funding and perhaps more certainty within markets and such, where we faced a very different circumstance. So those that affected our timelines. But we will definitely look back at it and see what adjustments we might make.

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01:47:36.030 --> 01:47:43.209

Mars Wu, Greenlining (they/she): Thank you. I definitely appreciate that. I think also want to uplift. I believe there is a previous comment around

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01:47:44.016 --> 01:47:45.090

Mars Wu, Greenlining (they/she): trying to

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01:47:45.620 --> 01:48:11.470

Mars Wu, Greenlining (they/she): trying to get more community input on funding plans. I know sometimes other agencies will shift towards in-person community workshops. Again, I know that that's all of this is asking for added staff capacity and

appreciate all the work that Staff is doing on this. But yeah, I really want to encourage CEC, to try to build in opportunities for as much public stakeholder feedback as possible.

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01:48:13.180 --> 01:48:14.709

Benjamin Tuggy (CEC): All right. Thank you, Mars.

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01:48:15.150 --> 01:48:27.769

Benjamin Tuggy (CEC): Commissioner, I'd like to do a little time check here if you'd like us to do a lunch break first or to go straight to public comment. I'll check if we have any other hands from the advisory committee. But

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01:48:28.070 --> 01:48:29.699

Benjamin Tuggy (CEC): just whatever you're thinking on that.

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01:48:30.282 --> 01:48:53.830

Nancy Skinner (CEC): I'm looking around the room, I'm thinking, maybe we go to public comment. Yeah, because that sort of continues with the thread. So sounds good. We do have 1, 2 more. Yeah, let's do these 2 raised hands and not to cut off advisory committee. But if there's someone else who really wants to speak. Put your hand up, and then we'll do that, and then we'll go to public comment. How's that?

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01:48:54.160 --> 01:48:55.620

Nancy Skinner (CEC): Okay, go ahead.

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01:48:56.090 --> 01:48:59.250

Benjamin Tuggy (CEC): Okay, Elise Candelaria, go ahead and speak.

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01:48:59.870 --> 01:49:01.317

Elise Candelaria, ETP: Hi, thank you.

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01:49:01.990 --> 01:49:26.640

Elise Candelaria, ETP: Just reading the guiding principles, I didn't see direct mention of workforce development or support of the job skills training in the investment of zero-emissions

infrastructure. Although I can see how it's known as a supplemental activity in this context. And so it could be covered under one of those areas. But maybe it's not necessary to be in the guiding principles, although, as I'm here

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01:49:26.770 --> 01:49:54.179

Elise Candelaria, ETP: as part of the Employment Training Panel under the Department under the Labor and Workforce Development Agency. I thought it would be worth it to use my voice as an advisory committee member to just mention, to question one, a challenge to expanded ZEV adoption. One is finding continuous availability of skilled workers in every area of the State, as it relates to the charging or refueling infrastructure, repair and maintenance of the equipment.

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01:49:54.600 --> 01:50:08.689

Elise Candelaria, ETP: And also thinking not only of our workforce today, but as the higher skilled, older generation in the trades retire to invest and prioritize in the job training programs for our future workforce.

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01:50:08.920 --> 01:50:20.280

Elise Candelaria, ETP: We at the Employment Training Panel and other public and private organizations do invest continuously in the workforce clean energy supply chains, especially manufacturers and technicians.

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01:50:20.800 --> 01:50:38.200

Elise Candelaria, ETP: But wanted to bring up that point and to question 2 regarding equity talk about directing investments toward our priority communities and thinking many of these jobs are available to workers with high school degrees and offer a potential pipeline to high road jobs for workers

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01:50:38.340 --> 01:50:42.585

Elise Candelaria, ETP: and jobs that range across a series of sectors. And

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01:50:43.320 --> 01:50:55.769

Elise Candelaria, ETP: a comment also for question 4 for refueling infrastructure, the jobs like the technicians, the

planning, permitting and construction and installation operations and maintenance job roles, and just

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01:50:56.190 --> 01:51:05.280

Elise Candelaria, ETP: noting how we have the power with this funding to prioritize the workers and create those opportunities for the high road middle class careers with good wages and benefits.

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01:51:06.510 --> 01:51:08.109

Elise Candelaria, ETP: Thank you for your time.

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01:51:09.220 --> 01:51:19.859

Nancy Skinner (CEC): Thank you for bringing it up. It was it. Workforce will definitely be in the plan. It was but yes, thank you for bringing those points up.

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01:51:21.840 --> 01:51:23.119

Benjamin Tuggy (CEC): All right.

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01:51:23.370 --> 01:51:29.000

Benjamin Tuggy (CEC): Thank you, Elise. Next Gia would like to speak, so go ahead, Gia.

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01:51:29.000 --> 01:51:50.880

Gia Vacin | GO-Biz: Hey? Thank you. And I realize I failed to identify my agency. GO-Biz, which I think is probably right there in my name. So I just and Elise great like, we're on the same wavelength. Similar comments, slightly different flavor, thinking about whether there are opportunities here, as we think about the workforce

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01:51:50.880 --> 01:52:15.160

Gia Vacin | GO-Biz: and market and economic development of the zero-emission vehicle market is around whether there have been any discussions or whether we could help facilitate discussions around the California economic blueprint. I know it's a big priority for the governor, and it really is a regional approach right to what the different 13 regions around the State, how they want to advance their own economic development.

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01:52:15.430 --> 01:52:17.840

Gia Vacin | GO-Biz: 6 of those I [audio interrupted]

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01:52:22.180 --> 01:52:48.380

Gia Vacin | GO-Biz: of Sector and 7 of them. I'm wondering, as we start to think about how to get smarter about these investments? Are there ways to think about the areas in which we're investing where we're also uplifting. You know, we're improving equity. We're uplifting economic development. We're actually encouraging what these regions have set out for for themselves. So just thinking about, if we can, if there's a connection to be made there, as we think through the investment plan. Thank you.

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01:52:49.750 --> 01:52:50.300

Benjamin Tuggy (CEC): Great.

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01:52:50.580 --> 01:52:51.830

Benjamin Tuggy (CEC): All right.

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01:52:52.310 --> 01:52:58.012

Benjamin Tuggy (CEC): Thank you Gia. Well, Commissioner, I think we can move on to public comment.

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01:52:58.910 --> 01:53:04.659

Benjamin Tuggy (CEC): I believe Charles Smith will be kind of leading the

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01:53:04.780 --> 01:53:08.210

Benjamin Tuggy (CEC): that section. So next slide, please.

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01:53:12.430 --> 01:53:24.490

Mabel Aceves Lopez (CEC): actually, I'll be reading the instructions for a public comment period. So Hello, everyone. I'm Mabel Lopez, assistant project manager for the investment plan, and the California Energy Commission now welcomes public comment.

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01:53:24.740 --> 01:53:29.469

Mabel Aceves Lopez (CEC): So we will start with any of our attendees in the room who would like to make a comment.

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01:53:29.660 --> 01:53:37.740

Mabel Aceves Lopez (CEC): So if you would like to speak, please come up to the front of the room and come up to our mic here, so

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01:53:38.020 --> 01:53:41.769

Mabel Aceves Lopez (CEC): I'll wait a moment to see if anyone would like to make a comment.

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01:53:47.480 --> 01:54:09.319

Mabel Aceves Lopez (CEC): Great. So it looks like no in person commenters. So if you are joining us via zoom you will make a comment by clicking on the raise hand feature on the bottom of your screen. So this looks like an open palm, and if you're joining us by phone, you can press Star 9 to raise your hand.

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01:54:10.070 --> 01:54:19.169

Mabel Aceves Lopez (CEC): And we are asking for commenters to please say and spell your name and affiliation, and to make your comments be 2 min or less.

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01:54:20.380 --> 01:54:26.139

Mabel Aceves Lopez (CEC): And Charles will be helping with selecting the names. Thank you. Great.

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01:54:26.330 --> 01:54:27.489

Charles Smith (CEC): Thank you, Mabel.

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01:54:28.854 --> 01:54:40.689

Charles Smith (CEC): All right. Our 1st raised hand comes from Tim Sasseen. I hope I'm pronouncing that correctly of New Energy Solutions LLC. Tim, if you can hear us. Please go ahead.

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01:54:41.270 --> 01:55:04.659

Tim Sasseen New Energy Solutions LLC: Yes, thank you. Perfect pronunciation as well. I'm Tim Sasseen from Tim Sasseen New Energy Solutions. I've been working on clean transportation and clean power in California since 2000, mostly in fuel cell buses and micro grids. I'd like to thank the people of the CEC for their critical and transformative work during this time. It's been encouraging in this meeting to see a State strategy starting to coalesce from the community and from industry.

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01:55:04.660 --> 01:55:16.050

Tim Sasseen New Energy Solutions LLC: The clean transportation program is challenged not only by decreasing state funding, but the possibility of the disappearance of Federal funding. It's therefore critical that we focus on creating a functional ecosystem

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01:55:16.220 --> 01:55:36.190

Tim Sasseen New Energy Solutions LLC: that a commercial market needs to grow from rather than trying to build a complete competitive market at the outset. I wholeheartedly agree with the union of concerned scientists and others that the CEC's clean transportation program funding should focus on freight and in particular, around water and inland ports, in limited locations, and on projects that can get underway immediately.

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01:55:36.190 --> 01:55:59.999

Tim Sasseen New Energy Solutions LLC: Ports are areas of historic pollution intrinsically and cleaning them helps low income communities and impacts heavy emitters. most. Moreover, it's highly beneficial to co-locate infrastructure, not just for hydrogen, but also for DC fast charging. The massive transients from one megawatt truck chargers switching on and off rapidly can be mitigated by a portfolio of such chargers and by onsite energy storage, and those benefit from scaling.

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01:56:00.000 --> 01:56:18.789

Tim Sasseen New Energy Solutions LLC: The model of hubs embraced by the DOE for hydrogen is a good one, and we should be prepared, as Gia indicated, to do this on our own at a state level, creating a clean transportation hub brings together shared maintenance, training and traffic resources, improves the economics of pilot projects, and allows commercial growth with marginal cost additions.

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01:56:18.790 --> 01:56:32.920

Tim Sasseen New Energy Solutions LLC: I also fully agree that light duty stations for hydrogen should be beefed up for medium duty commercial services, and that commercial delivery fleets should be engaged for more consistent usage of these important stations. Thank you very much for your attention, and for including so much great public comment.

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01:56:35.120 --> 01:56:37.080

Charles Smith (CEC): Hey? Thank you very much, Tim.

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01:56:37.400 --> 01:56:45.950

Charles Smith (CEC): Next in our public commenter. Queue we have Luis Olmedo. Luis, if you'd like to unmute, it's your time to speak.

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01:56:53.020 --> 01:57:01.190

Charles Smith (CEC): Apologies. If if you can hear us Luis, we're still working.

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01:57:01.190 --> 01:57:02.510

Luis Olmedo: Okay, you hear me?

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01:57:02.740 --> 01:57:04.080

Luis Olmedo: There you are. Yes, okay.

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01:57:04.180 --> 01:57:29.390

Luis Olmedo: yes. Good afternoon, Commissioner Skinner. It's a pleasure to meet you here. I am a member of this advisory. Unfortunately, I was unable to attend officially, but as a member of the public I do have some comments. I would like the Advisory and the Commission to consider prioritizing EV deserts, electric vehicle infrastructure deserts, eliminate range anxiety.

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01:57:29.430 --> 01:57:34.929

Luis Olmedo: On the questions that were up earlier. I also I'd like to make a

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01:57:35.450 --> 01:57:43.650

Luis Olmedo: assure that the rebates that are being made available that they do match the actual cost of infrastructure, is not the same

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01:57:43.650 --> 01:58:10.290

Luis Olmedo: build in an area that has infrastructure versus an area has 0 infrastructure. The costs are going to be different. So the state cannot be promising 50%, 70% when the fact is that these rebates are not as rich as being promised, and it's it's misleading. The State also has to create a cross agency office to assure you infrastructure investment, regulation right now, the State does not have it together.

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01:58:10.330 --> 01:58:34.330

Luis Olmedo: And how do we know? That is because we, as a nonprofit, as an environmental justice organization, we are building fast EV charger infrastructure, and for the last 3 years we have been providing free Level 2 charging that we have been subsidizing. Established standards of conduct and performance measures. It's not clear that everyone in the State believes

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01:58:34.400 --> 01:58:58.610

Luis Olmedo: in the EV infrastructure and the clean transportation. So the State has to create some standards and performance measures and accountability to assure everyone's moving in the same direction, cut the bureaucracy, utilize communities to go and outreach their communities. Engagement. Low income may not always afford credit cards, may not always have affordability to smartphones, prioritize low income communities.

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01:58:59.118 --> 01:59:06.340

Luis Olmedo: You know, also give us a blueprint on how to access solar renewable energy for EV infrastructure so we have energy independence.

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01:59:06.450 --> 01:59:12.440

Luis Olmedo: and I'm and and hmm.

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01:59:13.240 --> 01:59:18.029

Luis Olmedo: And and there are some bills right now trying to solve some of these issues. I'll stop there. Thank you.

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01:59:19.930 --> 01:59:21.280

Charles Smith (CEC): Thank you, Luis.

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01:59:22.141 --> 01:59:25.758

Charles Smith (CEC): Our next speaker in the public comment. Queue is Mikhael Skvarla.

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01:59:26.420 --> 01:59:35.900

Charles Smith (CEC): Apologies if I mispronounced that, please go ahead and unmute on your end, and you should be able to speak.

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01:59:36.400 --> 01:59:52.550

Mikhael Skvarla: Yeah, thank you. Mikhael here, on behalf of the California Hydrogen Coalition. CHC represents an overwhelming majority of operational plant stations in the State of California, members planning billions of dollars investments to match the Federal money with ARCHES. We have

686

01:59:52.700 --> 02:00:16.219

Mikhael Skvarla: we support the medium light duty pairing. We think so. If you think about the vehicles in terms of their vocations, medium duty often tends to be concentrated in and around neighborhoods, serving delivery services, and are most likely the construction trades. Oftentimes those vehicles return to home, and so beefing up light duty stations to match the needs of the vocation is appropriate, and a welcome change.

687

02:00:16.300 --> 02:00:44.680

Mikhael Skvarla: If you look at the liquid hydrogen stations that are being deployed, they can meet those standards today, but a vast majority of their station network is incapable, and so to the extent that we can utilize the undedicated AB 8 funds to beef up the existing stations and increase the number of medium and light duty stations throughout the State of

California to resemble a statewide network which would help the auto manufacturers who have products ready, but will not announce until they have

688

02:00:44.680 --> 02:00:48.369

Mikhael Skvarla: the surety that the State is moving in that direction would be appreciated.

689

02:00:48.550 --> 02:00:50.670

Mikhael Skvarla: Again, as you look at

690

02:00:50.750 --> 02:01:15.769

Mikhael Skvarla: CARB's AB 8 report, mass majority of hydrogen deployed through the station network is renewable with a carbon intensity closer to 0. To that end we want to continue to support those investments over on the CARB side through the low carbon fuel standard which is sending a robust signal, and we hope that that gets supported soon as it does have a direct relationship to the ability of our members to invest in the station network themselves and match the grants that the CEC provides.

691

02:01:15.840 --> 02:01:33.070

Mikhael Skvarla: Technology is agnostic to the fuel type. And just as we've done with the charging network, we expect programs like the Rps to clean up the electrons that are going into those vehicles and expect the CTP to deliver on the infrastructure, so that folks can transition and eliminate the criteria pollutants and air toxics that are on the road.

692

02:01:33.843 --> 02:01:37.176

Mikhael Skvarla: When it comes to heavy duty again, we believe that

693

02:01:37.610 --> 02:02:06.390

Mikhael Skvarla: AB 126 should have as implemented should have heavy duty as a technology agnostic grant opportunities like we're seeing in the transit districts. Different use cases are dictating different outcomes, and you may be surprised on how the applicants go. And it does seem like this committee has a

disagreement on what is cost effective. As we look at it, it is dollars invested on energy

694

02:02:06.450 --> 02:02:17.260

Mikhael Skvarla: delivered. But this might be something worth a workshop, either within the CTP or the IEPR. A previous IEPR did have great NREL data that provided transparent data to the public

695

02:02:17.852 --> 02:02:29.270

Mikhael Skvarla: and might be able to kind of clarify these things and help define grant opportunities again. And then finally, on the workforce side, all hydrogen production. Yeah.

696

02:02:29.270 --> 02:02:31.100

Charles Smith (CEC): Can I ask you to to wrap up soon? Thank you.

697

02:02:31.100 --> 02:02:50.979

Mikhael Skvarla: Yeah. And yeah, my last note is, the hydrogen community is widely embraced skill and trained workforce. All production projects and all projects through ARCHES require skilled and trained workforce. And so we have developed a curriculum at the community college on fuel cell maintenance and we'll continue to support that if you guys need more information, we're here to help. Thank you.

698

02:02:52.080 --> 02:02:53.120

Charles Smith (CEC): Thank you very much.

699

02:02:53.580 --> 02:03:02.439

Charles Smith (CEC): Alright our next public commenter is Kristian Corby of CalETC. Kristian, you can go ahead and unmute yourself on your end, and speak when ready.

700

02:03:04.530 --> 02:03:08.876

Kristian Corby - CalETC: Hello, good good afternoon, everyone.

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02:03:10.013 --> 02:03:31.010

Kristian Corby - CalETC: Thank you Commissioner Skinner for hosting this meeting, and I just wanted to say that Laura Renger, your fellow committee member, was unable to attend today because she's been testifying on SB 384 supporting the low carbon fuel standard, so she wasn't able to make it, but just wanted you to know she's she's very committed to the

702

02:03:31.070 --> 02:03:54.559

Kristian Corby - CalETC: priorities of this committee. And I just wanted to comment on behalf of CalETC. Again, I'm the deputy executive director. We support the CEC's near term goals of focusing and prioritizing on DC fast charging while still maintaining funding for level 2 at multifamily housing and workplaces.

703

02:03:54.875 --> 02:04:05.870

Kristian Corby - CalETC: As you acknowledge, this isn't a wholesale shift to just DC fast charging. It's just an emphasis in the near term. Ultimately, we know we're gonna need both types of charging to reach our goals.

704

02:04:06.090 --> 02:04:34.310

Kristian Corby - CalETC: I also wanted to recommend that the CEC provide clear and long-term schedules for your workshops and solicitations for the signature block grant programs. Specifically CALeVIP and Communities in Charge. These programs are highly successful and have been able to roll out really good projects over the years. But the start stop nature of the programs does undermine their ability to effectively meet the need.

705

02:04:34.580 --> 02:04:56.550

Kristian Corby - CalETC: And then on that note we strongly recommend the CEC open up the Communities in Charge program to include level one charging. While level one charging isn't for every multifamily housing or every every building necessarily, it is an option that needs to be on the table for existing buildings, as we heard in today's meeting.

706

02:04:56.550 --> 02:05:25.930

Kristian Corby - CalETC: There are some buildings that have lower capacity or older panels, and they could maybe accommodate

more level one charging than they could level 2 at a lower cost, so some flexibility there would be would be great. And then, finally, we strongly recommend allocating funds to those signature block grant programs instead of using competitive solicitations for grants. We've just seen these block grant programs be really effective in the past year. So

707

02:05:26.000 --> 02:05:29.800

Kristian Corby - CalETC: keep up the great work and thank you for the great discussion today.

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02:05:32.570 --> 02:05:34.090

Charles Smith (CEC): Great. Thank you, Kristian.

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02:05:34.450 --> 02:05:41.630

Charles Smith (CEC): Our next speaker is Matt Miyasato First Element. Matt, please unmute your line and begin when ready.

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02:05:41.630 --> 02:05:45.260

Matt Miyasato (FirstElement): Great. Thank you. Good afternoon, Commissioner Skinner, CEC staff.

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02:05:45.360 --> 02:06:02.710

Matt Miyasato (FirstElement): Matt Miyasato. I'm the chief public policy and programs officer here at First Element Fuel. And First Element Fuel is a small homegrown Orange County California business that has grown to become the market leader in hydrogen retail refueling stations, and that is due

712

02:06:02.710 --> 02:06:22.140

Matt Miyasato (FirstElement): to the Energy Commission support. So we just want to acknowledge your support and appreciate your leadership in building out hydrogen infrastructure. I do want to address question 4. And what the priority should be for the Energy Commission with respect to funding for hydrogen infrastructure, and, I would just comment to say, make it equitable with EVSE.

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02:06:22.410 --> 02:06:38.859

Matt Miyasato (FirstElement): Right? So I also want to address the comments by others. That funding should only be dedicated to heavy duty infrastructure. But the truth of the matter is, there's only one retail heavy duty station in the in the State of California, which we built as part of NorCAL ZERO,

714

02:06:38.960 --> 02:07:02.279

Matt Miyasato (FirstElement): and there's only 30 trucks that are being fueled at this very large station under that project, because there's only one commercial manufacturer, and as Katrina Fritz noted from this California Hydrogen Business Council. They've only just introduced the North American platform, so does it really make sense to dedicate funding for heavy duty when there's only one manufacturer, whereas on the light duty side you've got 3 OEMs, Toyota,

715

02:07:02.360 --> 02:07:20.420

Matt Miyasato (FirstElement): Hyundai, and Honda, that have commercially available vehicles, and the 2 domestic OEMs, as Nick had mentioned, are going to bring commercial pickup trucks by the end of the decade. So I would just urge the Energy Commission to consider fulfilling their original promise to do 200 light duty

716

02:07:20.570 --> 02:07:30.250

Matt Miyasato (FirstElement): hydrogen refueling stations throughout the State, but make those medium duty compatible to fill the trucks that will be coming at the end of the decade. So with that, thank you and appreciate your time.

717

02:07:32.570 --> 02:07:34.140

Charles Smith (CEC): Thank you for the comment, Matt.

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02:07:34.610 --> 02:07:41.129

Charles Smith (CEC): Our next public commenter is Robert Means. Robert, please go ahead and unmute yourself and speak when ready.

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02:07:42.130 --> 02:07:50.550

Robert Means: Hi, this is Rob Means that's spelled MEAN. S. And I'm representing Loopworks, the company creating the

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02:07:50.730 --> 02:08:10.160

Robert Means: podcar network in Milpitas around the new BART transit hub and Great Mall. And I've been looking at the plans over the years, and they obviously support our dominant transportation mode of individually operated vehicles and associated charging and fueling infrastructure.

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02:08:10.450 --> 02:08:18.319

Robert Means: But there's an entire area of opportunities that's being overlooked, and another approach that could reduce our emissions

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02:08:18.460 --> 02:08:32.109

Robert Means: by doing attractive public transit. The public transit that we have to deal with here in Santa Clara County is not attractive, because it does take so long to get from Point A to Point B,

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02:08:32.410 --> 02:09:00.010

Robert Means: but a personal rapid transit or podcar network system could provide the kind of rapid 24/7 on demand., nonstop service between all stations in the network and do it at a very cost competitive way, such as, for example, we could use a pod car network to serve 100 square miles of San Jose with 800

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02:09:00.260 --> 02:09:12.060

Robert Means: pod car stops, basically one for every neighborhood and do that for less than the proposed cost of the BART extension and its 4 huge and expensive stations.

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02:09:13.180 --> 02:09:26.329

Robert Means: Now, when you look at what the public is looking for, like reliability, punctuality, frequency, comfort, security, those are places where podcar technology, podcar networks really do excel.

726

02:09:26.450 --> 02:09:51.070

Robert Means: So I'm urging you to take a look at the technology and investigate podcar networks as a way to reduce Co 2

emissions. You can visit our website, milpitasprt.com, and look particularly at the technical section and the documents page to get real grounding in why this technology makes so much sense for our plan. Moving forward.

727

02:09:51.240 --> 02:09:52.129

Robert Means: Thank you.

728

02:09:54.397 --> 02:09:55.380

Charles Smith (CEC): Thank you, Rob.

729

02:09:56.235 --> 02:10:11.179

Charles Smith (CEC): Our next public comment speaker is Alexia Melendez Martineau, and apologies. I should have been reminding others to please spell your name for the record. State any affiliation, and then please go ahead with your comment.

730

02:10:13.560 --> 02:10:14.070

Alexia Melendez Martineau: Alright.

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02:10:14.070 --> 02:10:14.630

Alexia Melendez Martineau: Thank you.

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02:10:14.630 --> 02:10:15.610

Alexia Melendez Martineau: Can you hear me?

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02:10:16.160 --> 02:10:16.930

Charles Smith (CEC): Yes.

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02:10:17.390 --> 02:10:40.919

Alexia Melendez Martineau: Thank you. My name is Alexia Melendez Martineau. I work for Plugin America. This is a challenging name to start with, I would say, because it's so long, but it's spelled a LEXI, a, MELE, NDEZ MART, INEA u. As I mentioned, I'm with Plugin America. We are a nonprofit organization. We're founded in California

735

02:10:40.920 --> 02:10:48.700

Alexia Melendez Martineau: with a mission to accelerate the transition to affordable and accessible plug-in vehicles and charging through education, advocacy, and research.

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02:10:48.760 --> 02:11:13.719

Alexia Melendez Martineau: We appreciate everything that the CEC has put forward today, and all the work that has gone into these early guiding principles. We especially support the focus on increased DCFC. Especially when that infrastructure is sited appropriately for vehicle dwell time. We wanted to highlight some earlier comments around being attentive to secondary impacts from siting those stations because

737

02:11:13.720 --> 02:11:38.549

Alexia Melendez Martineau: are effects that come with DCFC depending on where you put them. And we want to ask for clarity about the intention with these sites. DCFC of course, does support EV adoption, and we're certainly in favor of increased DCFC infrastructure in California, but obviously has a very different use case than charging at home, and we want to make sure that as we cite for DCFC, it's not seen as a solution in place of home charging.

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02:11:39.733 --> 02:11:50.370

Alexia Melendez Martineau: What's more is that we want to see also an emphasis on affordability for public charging. We've heard this from previous commenters both on the Advisory Committee and from the public.

739

02:11:50.922 --> 02:12:03.710

Alexia Melendez Martineau: When it comes to multifamily housing charging, we continue to support a focus here, and we highlight previous comments about lower power access options, including level one and level 2 charging.

740

02:12:03.710 --> 02:12:04.310

CNRA 3-202 AV 1: Cool.

741

02:12:04.860 --> 02:12:12.380

Alexia Melendez Martineau: And we encourage the CEC to continue to prioritize focus in meeting the 50% threshold for spending in disadvantaged communities.

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02:12:12.490 --> 02:12:21.590

Alexia Melendez Martineau: And we look forward to seeing the further development of these plans, and continuing to engage with the CEC and with all of the other stakeholders here. Thank you very much.

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02:12:23.140 --> 02:12:24.610

Charles Smith (CEC): Thank you very much. Alexia.

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02:12:25.734 --> 02:12:33.635

Charles Smith (CEC): Our next public comment, speaker, is Dwight Mccrudy, or excuse me Dwight MacCurdy.

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02:12:34.410 --> 02:12:40.659

Charles Smith (CEC): If you could please spell your name for the record, state affiliation, and then unmute yourself on your end.

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02:12:40.750 --> 02:12:42.540

Dwight MacCurdy: Certainly. Can you hear me?

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02:12:42.880 --> 02:12:43.610

Charles Smith (CEC): Yes.

748

02:12:43.968 --> 02:12:48.991

Dwight MacCurdy: Last name is spelled capital MAC. Capital CURD. Y.

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02:12:49.550 --> 02:13:15.050

Dwight MacCurdy: So my name is Dwight MacCurdy. I'm with the National Charging Access Coalition. I would like to start by agreeing with Reverend Vaughn that there's a need for charging incentives of some kind, and in older areas of towns where charging, where the homes may have smaller electrical panels, but point out that he's making a point about the need for funding of education.

750

02:13:15.150 --> 02:13:37.810

Dwight MacCurdy: Many of those older homes have dryer circuits that can also be used to charge an EV with a proper switching device. But that involves education, education through the CBOs. You know, there's also need for incentives for the vehicles themselves by other agencies. But that points out the need for education. Secondly, I want to agree with Kristian Corby about the need for level one charging

751

02:13:37.890 --> 02:13:48.059

Dwight MacCurdy: especially in retrofit situations, and especially for multifamily homes. 3rd, Alexis just made a really good point about affordability.

752

02:13:48.210 --> 02:14:02.290

Dwight MacCurdy: I was part of a study that was conducted in 2023, looking at the price of public DC fast charging compared to the price of charging at home for SMUD, SDGE and PGE.

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02:14:02.520 --> 02:14:28.739

Dwight MacCurdy: And what we found was that the price of public DC fast charging could be as great as 6 times more than the price of charging at home on the local electric utility, beneficial, cheap time of use rate. So you can invest a lot of money in DC fast charging. But if the price for that electricity is about the same price as gasoline,

754

02:14:28.900 --> 02:14:49.740

Dwight MacCurdy: people in multifamily homes and people in single family homes will be far less motivated to switch over to EVs than going with a hybrid or some other less expensive upfront vehicle cost. So you need to be very aware that the cost of charging at public DC fast charging stations is not regulated.

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02:14:49.770 --> 02:15:02.419

Dwight MacCurdy: And therefore many of those companies, the private companies are, are basically providing rates for their public charging that are very close to the price of gasoline.

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02:15:03.030 --> 02:15:29.200

Dwight MacCurdy: And I might make one other suggestion here, and that is the Cal Green code is great. We went to 100% charging for multifamily homes recently, but there needs to be funding for the training of architects and developers about putting in circuits that go directly from the parking spaces to the electrical panels, so that the residents of multifamily homes can also take advantage of the cheapest time of use rates the local electric utility offers.

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02:15:29.370 --> 02:15:30.939

Dwight MacCurdy: That's it. Thank you very much.

758

02:15:32.930 --> 02:15:34.509

Charles Smith (CEC): Thank you very much, Dwight.

759

02:15:35.202 --> 02:15:54.599

Charles Smith (CEC): I have 2 more hands raised, so I'll just use that as a prompting that if there's anyone else who does want to add to the public comment period. Please remember to raise your hand either in zoom by clicking on the little icon of a raised hand, or for folks who are calling in, press star 9 to raise your hand.

760

02:15:55.260 --> 02:16:06.010

Charles Smith (CEC): All right, Linda Khamoushian of GRID Alternatives. If you would please spell your name for the record, state any affiliation, and then begin your comment.

761

02:16:06.920 --> 02:16:31.479

Linda Khamoushian, GRID Alternatives, she/her: Good afternoon, everyone. My name is Linda Khamoushian. That's spelled KHAM. As in Mary OUSH. IAN, as in Nancy Skinner. Welcome, Nancy Skinner! I always say, Nancy, when I have to spell it. So just shout out to you, and thanks everyone for the discussion the Advisory Committee is obviously members who

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02:16:31.480 --> 02:16:48.760

Linda Khamoushian, GRID Alternatives, she/her: are doing this work and are deep into the expertise. So I just wanted to add

our voice in. GRID Alternatives is the country's largest nonprofit that builds community powered solutions that advance economic and environmental justice through renewable energy.

763

02:16:48.760 --> 02:17:02.759

Linda Khamoushian, GRID Alternatives, she/her: We've installed over 30,000 income qualified households, technologies that over 30,000 income qualified households in the country and in recent years we've paired that with

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02:17:03.040 --> 02:17:32.560

Linda Khamoushian, GRID Alternatives, she/her: you know, access to electric vehicles, EV charging stations and battery storage deployment. And that's at single family homes, multifamily housing, and community facilities specifically in underserved communities. And it's hard work to really overcome the barriers that these programs are trying to address. And while we have the floor of 50% direct benefits to DAC.

765

02:17:33.099 --> 02:17:42.770

Linda Khamoushian, GRID Alternatives, she/her: That's a challenge when you're layering that with gentrification. And you know, if if you're only just meeting the requirement to be

766

02:17:43.379 --> 02:18:07.160

Linda Khamoushian, GRID Alternatives, she/her: located in a DAC, it doesn't necessarily mean you're reaching underserved folks in that community. So I just wanted to highlight. That is, how can we put safeguards in these programs that actually meet the people we're trying to serve. So the other consideration here that you are making for DC fast chargers. That's important. But again,

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02:18:07.160 --> 02:18:24.099

Linda Khamoushian, GRID Alternatives, she/her: the cost of that is that's been mentioned is a is a barrier for folks. We're actually working on a pilot project that looks at public charging cards for low income families that actually creates a lower

768

02:18:24.110 --> 02:18:34.570

Linda Khamoushian, GRID Alternatives, she/her: a charge at the public station. So we are deploying that at this time to understand how that works with folks so happy to be engaged as the discussion continues. Thank you.

769

02:18:36.350 --> 02:18:37.620

Charles Smith (CEC): Thank you, Linda.

770

02:18:38.160 --> 02:18:54.250

Charles Smith (CEC): Our next public commenter is Julie Litschewski., EEC. Julie, your lines unmuted on our end, if you would please spell your name for the Record State affiliation, and then begin your comment.

771

02:18:54.870 --> 02:19:07.980

Julie Litschewski, EEC: Hey? Good afternoon, Julie Litschewski, JULI, E. And then Litschewski, LITS. CHEW. SKI,

772

02:19:08.240 --> 02:19:37.799

Julie Litschewski, EEC: on behalf of the Electric Electric Vehicle Charging Association. Just wanted to add a brief comment to express our support for a couple of the proposed guiding principles in particular, specifically the assurance that there's going to be continued funding as well as a balance between light duty and medium and heavy duty electric vehicle infrastructure funding, and as well for allowing for the flexibility and responsiveness in the allocation of funding as

773

02:19:38.010 --> 02:20:03.399

Julie Litschewski, EEC: the Federal situation develops, as well as the EV market and technology developments continue to evolve. We do think that these 2 principles in particular will best support and enable the industry to help California achieve its clean transportation goals. Would like to thank everyone for a great discussion here today, as well as the Commission and Commission staff for their thoughtful consideration of feedback and look forward to continued collaboration. Thank you.

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02:20:05.620 --> 02:20:07.080

Charles Smith (CEC): Ok. Thank you, Julie.

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02:20:07.851 --> 02:20:18.919

Charles Smith (CEC): Our next public commenter on the Zoom queue has only a phone number on on visible on our end. So phone number ending in 0 2 9,

776

02:20:19.468 --> 02:20:28.799

Charles Smith (CEC): we're unmuting you on our end. If you would please identify yourself, spell your name for the record, state any affiliation, and then begin your comment.

777

02:20:37.330 --> 02:20:40.699

Charles Smith (CEC): You're speaking. We we cannot hear you at this time.

778

02:20:41.940 --> 02:20:43.570

Charles Smith (CEC): If you would maybe check to make sure.

779

02:20:43.570 --> 02:20:46.719

David Park: I was muted on my phone. Yeah. Apologies

780

02:20:47.280 --> 02:20:51.910

David Park: David Park, EAVI, DPAR. K.

781

02:20:52.180 --> 02:20:55.310

David Park: I am with the hydrogen fuel cell partnership.

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02:20:55.860 --> 02:21:01.930

David Park: and I would like to welcome Commissioner Skinner to the

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02:21:02.450 --> 02:21:07.850

David Park: to the fold of of advanced vehicle technologies and clean fuels.

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02:21:08.782 --> 02:21:14.420

David Park: We very much appreciate all of Commissioner Skinner's past work, and

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02:21:14.520 --> 02:21:21.540

David Park: very much appreciate the fact that you understand hydrogen and the hydrogen ecosystem because

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02:21:22.320 --> 02:21:26.460

David Park: it is complex, and

787

02:21:26.630 --> 02:21:35.390

David Park: we would like to offer any assistance. We are an educational group. So if there is any need for us to bring

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02:21:35.600 --> 02:21:39.820

David Park: expertise to CEC, we gladly offer that.

789

02:21:40.140 --> 02:21:47.870

David Park: And you know 1 1 point of interest is the ARB LCFS credits.

790

02:21:48.320 --> 02:21:56.660

David Park: and how light duty and medium duty vehicles are binned for hydrogen fueling infrastructure credits.

791

02:21:57.050 --> 02:22:03.850

David Park: And then heavy duty is it's in its own segment of the HRI program.

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02:22:04.080 --> 02:22:13.960

David Park: And certainly we would love to see that the State, you know, across agencies are are aligned with the groupings.

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02:22:15.360 --> 02:22:24.679

David Park: Furthermore, stuff as a past note, CEC was a member of the partnership in years past and

794

02:22:25.324 --> 02:22:29.409

David Park: we would really love to have CEC back

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02:22:29.520 --> 02:22:36.249

David Park: in the partnership to, so that we can have conversations with our industry members, and so that we can educate

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02:22:36.440 --> 02:22:41.540

David Park: CEC staff real time, as the face of the industry changes.

797

02:22:41.680 --> 02:22:50.920

David Park: And it does change very rapidly, but welcome. And thank you so much for all your past work, and we really look forward to working with you in the future.

798

02:22:51.610 --> 02:22:52.220

Nancy Skinner (CEC): Thank you.

799

02:22:54.360 --> 02:22:55.930

Charles Smith (CEC): Great, thank you very much.

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02:22:56.852 --> 02:23:14.040

Charles Smith (CEC): There aren't any more raised hands currently on the zoom. So last reminder, if you are online, click on the open palm at the bottom of the screen to raise your hand. If you're joining us by phone, please press star 9 to raise your hand. Also do a quick scan of the room for

801

02:23:14.280 --> 02:23:17.302

Charles Smith (CEC): anyone wanting to give a public comment. But

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02:23:18.030 --> 02:23:22.960

Charles Smith (CEC): seeing no takers, I'll give another 10 seconds or so for folks to

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02:23:23.410 --> 02:23:25.550

Charles Smith (CEC): queue up in zoom if desired.

804

02:23:36.810 --> 02:23:44.909

Charles Smith (CEC): Okay, I'm not seeing any further raised hands on Zoom, and so that will conclude our public comment period Benjamin, back to you.

805

02:23:45.140 --> 02:23:52.130

Benjamin Tuggy (CEC): All right. Thank you, Charles and Mabel, and to all the members of the Advisory Committee and the public who've spoken today.

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02:23:53.520 --> 02:24:04.534

Benjamin Tuggy (CEC): I have a few closing reminders that I'd like to give. First. I think we might do something a little different. We might take a screenshot of the Advisory Committee. So

807

02:24:05.610 --> 02:24:13.590

Benjamin Tuggy (CEC): let's take off the presentation there. We would ask that all advisory committee members turn their cameras on.

808

02:24:14.570 --> 02:24:15.480

Benjamin Tuggy (CEC): -Oh.

809

02:24:17.500 --> 02:24:18.980

Benjamin Tuggy (CEC): All right.

810

02:24:19.340 --> 02:24:22.399

Benjamin Tuggy (CEC): Wonder if we there we go. I think folks pop up here.

811

02:24:23.590 --> 02:24:26.480

Benjamin Tuggy (CEC): We'll just give folks another minute, I think.

812

02:24:29.860 --> 02:24:35.120

Benjamin Tuggy (CEC): and let's see who has a

813

02:24:35.470 --> 02:24:38.954

Benjamin Tuggy (CEC): a larger screen can take the full screenshot.

814

02:24:45.730 --> 02:24:46.610

Benjamin Tuggy (CEC): There.

815

02:24:46.990 --> 02:24:54.780

Benjamin Tuggy (CEC): Let's give it 3, 2, 1 perfect.

816

02:24:55.040 --> 02:24:56.980

Benjamin Tuggy (CEC): Alright. Thank you all.

817

02:24:57.580 --> 02:25:07.160

Benjamin Tuggy (CEC): So with that I think we can put the slides back up, we'll get to those closing reminders. And then Commissioner Skinner may want to make some final remarks.

818

02:25:07.490 --> 02:25:18.659

Benjamin Tuggy (CEC): So just note that there's more information here on the CEC's transportation programs, including the clean transportation program. At this 1st link.

819

02:25:19.201 --> 02:25:28.250

Benjamin Tuggy (CEC): With these slides, have been posted to our docket. 25-ALT-01. We could also copy these links into the chat.

820

02:25:28.950 --> 02:25:32.259

Benjamin Tuggy (CEC): The second link here is where you can submit comments.

821

02:25:33.112 --> 02:25:38.089

Benjamin Tuggy (CEC): we. At the moment we are asking for those comments by May 15th

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02:25:38.838 --> 02:25:44.900

Benjamin Tuggy (CEC): and the final link here, guiding principles, the comments on the guiding principles document. Thank you.

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02:25:45.416 --> 02:25:55.079

Benjamin Tuggy (CEC): And the final link here is just my email. If you would like to ask for clarifications on things that would that we've discussed today.

824

02:25:56.730 --> 02:26:01.150

Benjamin Tuggy (CEC): So with that Commissioner Skinner, would you like to make your closing remarks?

825

02:26:01.490 --> 02:26:05.469

Nancy Skinner (CEC): Thank you, Benjamin and Charles. Thank you, Staff.

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02:26:05.680 --> 02:26:23.539

Nancy Skinner (CEC): Mabel and the other staff that worked on this really appreciate it, at least for my 1st experience, I found this to be very productive, and again, I thank all of you and the Advisory Committee for your participation and your thoughtful comments.

827

02:26:23.810 --> 02:26:39.482

Nancy Skinner (CEC): I I note that these that it's a little truncated process this year compared to past, and we will, as as was recommended. We will re-look at the timeline. However, we

828

02:26:40.830 --> 02:26:48.559

Nancy Skinner (CEC): the our transportation clean transportation program investment plan

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02:26:48.920 --> 02:26:58.959

Nancy Skinner (CEC): will guide us in terms of our next set of expenditures and grants, and such that the division gives out, and we will know better

830

02:26:59.080 --> 02:27:18.059

Nancy Skinner (CEC): when the Governor puts out his May revise. Governor Newsom will do a May revise on or before May 15th. We'll know better what type of funding we may have available other than the base funds that were described in the beginning, and

831

02:27:18.690 --> 02:27:29.270

Nancy Skinner (CEC): given that the expectation is, it will be lower. That is one factor in our thinking about how we

832

02:27:29.430 --> 02:27:46.750

Nancy Skinner (CEC): you know what ways we revise the plan or what ways we target our investments. In addition to the knowledge that the funding that we that California had been designated to receive from the Federal Government is now completely at risk

833

02:27:47.234 --> 02:28:07.575

Nancy Skinner (CEC): you know, could come through, but no ability to access it yet, and that, of course, affects the plans. Plus various other factors that have occurred in the last 4 to 5 months. So we really appreciate your

834

02:28:08.310 --> 02:28:27.669

Nancy Skinner (CEC): your patience towards that, and also your recognition of it, so that you can assist us as we develop this next plan. And that's why we have a guiding principles doc this time versus a whole plan, so just a clarification. And

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02:28:28.310 --> 02:28:50.460

Nancy Skinner (CEC): we will definitely incorporate your feedback as we take these guiding principles and turn them into an investment plan update draft that you can then review. And we will have that for sure before this fall. And what levels of review we're able to do. We'll re-look at that timeline, and

836

02:28:50.460 --> 02:28:59.619

Nancy Skinner (CEC): we both have this recorded, and I know everyone took good notes. I myself took notes, so I'm confident that we'll be able to

837

02:29:00.110 --> 02:29:24.900

Nancy Skinner (CEC): that we've captured your good inputs, and we will, of course, have more and feel free, all of you and anyone else that you want to encourage, to submit additional comments to us as is indicated here on this slide, and thank you again for your time and for welcoming me, and I look forward to continuing to work with you, and meetings adjourned.