

**DOCKETED**

<b>Docket Number:</b>	24-BUSMTG-01
<b>Project Title:</b>	2024 Business Meeting Agendas, Transcripts, Minutes, and Public Comments
<b>TN #:</b>	255618
<b>Document Title:</b>	Claire Warshaw Comments - 2024_04_10___BUS-MTG-2024 more explanation to today's 2 minutes in person public comments
<b>Description:</b>	N/A
<b>Filer:</b>	System
<b>Organization:</b>	Claire Warshaw
<b>Submitter Role:</b>	Public
<b>Submission Date:</b>	4/10/2024 4:07:42 PM
<b>Docketed Date:</b>	4/10/2024

*Comment Received From: Claire Warshaw  
Submitted On: 4/10/2024  
Docket Number: 24-BUSMTG-01*

## **2024\_04\_10\_\_BUS-MTG-2024 more explanation to today's 2 minutes in person public comments**

This comment is intended to give more detail to the 2 minute, in person comments made during the public comment period today, at the CEC's April 10th, 2024, business meeting. I felt I did not explain this well enough in the generous 2 minutes granted.

I encountered unusual EV charging experiences late 2023, partially due to a broken cell phone screen. Because I remembered EV chargers in my 95826 and 98527 Sac. Co. neighborhoods, I attempted to locate an EV charger after dusk. I circled nearby an EV road signage area at Branch Co. and Preservation Roads, Sac., 95827, but did not see any EV chargers.

After the EV car rental event, I noticed that new EV chargers were placed at a new building further north on Branch Co. Road, east side. In Jan. 2024, I submitted a Sac. Co. 311 request to remove the outdated EV signage and possibly replace it near the new charger locations. Sac. Co. 311 system issued a potential completion date, end of Mar. 2024. However, on April 8th, 2024, the outdated EV signage remains at its old location. It is possible that the request will still be completed, though I have some doubt due to this area's seemingly greater priority to re-pave roads, grant the homeless housing, love of existing combustion vehicles, less promotion of certain persons esp. in traditionally male businesses, and other issues.

Since I worked at SMUD, 2005 to 2015, approx. 8 of those years in Design and Construction Services, plus have been an active pedestrian, bicyclist, public transit user and occasional vehicle renter, I have a few recommendations for EV charger project managers/developers.

1. Have EV charger project managers scope their intended installation area, specify exact details of removal and replacement of outdated signage and outdated equipment nearby, as part of their preliminary project plans for submittal. These details might include extra permits, sidewalk replacement size, new cement and estimated labor costs where signage or equipment is removed.
2. If an EV project is completed, but facing similar problems, perhaps network with other EV enthusiasts, stakeholders, manufacturers, installers and supportive general public to send duplicate county requests, to bring attention, prioritize and make more popular the need to remove and replace outdated EV signage and equipment.
3. Resist entangling other expensive products and software, such as cell phones, into EV processes.

4. Endorse and possibly help fund pedestrian, bicyclist, occasional car renter and public transit user projects. This population's projects seem typically low emission, plus are probably more affordable transportation forms, which might help relieve clean energy demands and thus existing tension per existing strict low emission vehicle legislation goals. Goaling U.S. human powered bicycle designs, parts and manufacturing, for example, could be appropriate.

Thanks for your time, patience, tolerances, personal clean energy systems and abilities to maintain peace amongst a diverse population.

Sincerely,

Claire Warshaw

*Additional submitted attachment is included below.*

This comment is intended to give more detail to the 2 minute, in person comments made during the public comment period today, at the CEC's April 10th, 2024, business meeting. I felt I did not explain this well enough in the generous 2 minutes granted.

I encountered unusual EV charging experiences late 2023, partially due to a broken cell phone screen. Because I remembered EV chargers in my 95826 and 98527 Sac. Co. neighborhoods, I attempted to locate an EV charger after dusk. I circled nearby an EV road signage area at Branch Co. and Preservation Roads, Sac., 95827, but did not see any EV chargers.

After the EV car rental event, I noticed that new EV chargers were placed at a new building further north on Branch Co. Road, east side. In Jan. 2024, I submitted a Sac. Co. 311 request to remove the outdated EV signage and possibly replace it near the new charger locations. Sac. Co. 311 system issued a potential completion date, end of Mar. 2024. However, on April 8th, 2024, the outdated EV signage remains at its old location. It is possible that the request will still be completed, though I have some doubt due to this area's seemingly greater priority to re-pave roads, grant the homeless housing, love of existing combustion vehicles, less promotion of certain persons esp. in traditionally male businesses, and other issues.

Since I worked at SMUD, 2005 to 2015, approx. 8 of those years in Design and Construction Services, plus have been an active pedestrian, bicyclist, public transit user and occasional vehicle renter, I have a few recommendations for EV charger project managers/developers.

1. Have EV charger project managers scope their intended installation area, specify exact details of removal and replacement of outdated signage and outdated equipment nearby, as part of their preliminary project plans for submittal. These details might include extra permits, sidewalk replacement size, new cement and estimated labor costs where signage or equipment is removed.
2. If an EV project is completed, but facing similar problems, perhaps network with other EV enthusiasts, stakeholders, manufacturers, installers and supportive general public to send duplicate county requests, to bring attention, prioritize and make more popular the need to remove and replace outdated EV signage and equipment.
3. Resist entangling other expensive products and software, such as cell phones, into EV processes.
4. Endorse and possibly help fund pedestrian, bicyclist, occasional car renter and public transit user projects. This population's projects seem typically low emission, plus are probably more affordable transportation forms, which might help relieve clean energy demands and thus existing tension per existing strict low emission vehicle legislation goals. Goaling U.S. human powered bicycle designs, parts and manufacturing, for example, could be appropriate.

Thanks for your time, patience, tolerances, personal clean energy systems and abilities to maintain peace amongst a diverse population.

Sincerely,

Claire Warshaw