

PG&E / Sempra / Edison

The Honorable Benjamin Allen
California State Senate
1021 O Street
Sacramento, CA 95814

October 07, 2026

RE: Senate Bill 64 - Support If Amended

Dear Chairperson (Unknown) and Committee Members,

On behalf of Pacific Gas and Electric Company (PG&E), Sempra, and Southern California Edison (SCE), I am writing in support of Senate Bill 64. The Clean Transit Resilience Act, If amended.

SB 64 would establish the Clean Transit Resilience Grant Program within the California Department of Transportation and appropriate \$20,000,000 from the General Fund to support solar generation and battery storage projects at public transit Facilities. These investments can improve energy resilience at facilities that provide essential transportation services to communities throughout California. PG&E, Sempra, Edison support the goal of strengthening the reliability and resilience of California's public transportation system. Solar generation and battery storage can help transit facilities maintain essential operations during periods of high electricity demand, emergencies, and other disruptions. However, we believe SB 64 can more effectively advance California's clean transportation goals by recognizing the electrical infrastructure necessary to support zero emission transit vehicles. As currently written, SB 64 primary focus is on solar generation and battery storage at transit facilities. While these technologies can improve resilience, the bill does not clearly include electric vehicle charging

infrastructure for zero emission buses or the electrical system improvements that may be necessary to support that charging equipment.

California's transition toward electric transportation requires more than installing charging stations. Transit agencies seeking to electrify their bus fleets may also require new electrical service, transformers, upgraded distribution equipment, additional capacity, and other infrastructure necessary to safely and reliably energize charging facilities. Including those investments within SB 64 would allow the state to address energy resilience and transportation electrification together rather than treating them as separate challenges. For this reason, we respectfully request that SB 64 be amended to include electric vehicle charging infrastructure and necessary electric distribution improvements among the costs eligible for funding under the Clean Transit Resilience Grant Program. This amendment would strengthen rather than alter the Purpose of SB 64. A transit facility equipped with solar generation and battery storage may become more resilient, but pairing those technologies with charging infrastructure to support the vehicles providing transportation service to the public. Another Proposed amendment has to do with the funding amount. Lowering the requested funds from \$20,000,000 to a more modest \$10,000,00 should be suffice and in accordance with the current budget

Utility Coordination is also important because electrifying a transit fleet can create significant new electricity demand at a single location. Planning for that demand early in the development process can help identify necessary electrical upgrades before equipment is installed and reduce the possibility of delays caused by insufficient electrical capacity. California's current transportation electrification frameworks already recognize that electric utilities have an important role in planning and deploying infrastructure needed to serve electric vehicles. The California Public Utilities Commission specifically identifies timely energization, proactive grid planning, and charging infrastructure as key elements for the electrification of transportation. This way the tax payers can receive greater value for their investment in electrifying public transit to support zero emission transportation. Expanding SB 64 to include charging and necessary distribution infrastructure would better connect these goals and provide transit agencies with a more complete set of tools for modernizing their facilities. In doing

so California can strengthen the resilience of its transit system while also preparing the electric grid for increased transportation electrification.

For these reasons, PG&E, Sempra, and Southern California Edison respectfully support SB 64 if amended. The inclusion of electric charging infrastructure, necessary electric distribution system improvements. As well as coordination with the serving electrical corporation as well and an amendment to reduce the amount of funding requested from \$20,000,000 to \$10,000,000 and work at a slightly smaller scale.

For these reasons, we strongly urge you to support SB 64.

Sincerely,

Luis Martinez (He/Him) – Lobbyist

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