

DOCKETED

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20-TRAN-04 LDEV Allocation

modification of previous letter

Additional submitted attachment is included below.

December 21, 2021

Mark Wenzel, Ph.D.
California Energy Commission
Fuels and Transportation Division
715 P Street
Sacramento, CA 95814

RE: Comments on December 2, 2021 Workshop on Funding Allocations for Future Electric Vehicle (EV) Charging Projects

Dear Dr. Wenzel:

Thank for the opportunity to comment on funding concepts for light-duty electric vehicle charger infrastructure projects.

I am serve as the Chairman of the Community Advisory Board (CAB) for The Change Company, LLC, a national mortgage banking company that is certified by the United States Department of the Treasury and the State of California as a Community Development Financial Institution. I am also the founder of Impact Southern California CDC, which engages minority small businesses to expand capacity and create new opportunities. I have been championing the causes of underserved populations for over 20 years.

I write to comment and on concept #10 Community-Led EV Infrastructure Programs. As shared at the workshop, this concept aims to empower communities to lead the planning and implementation of electric vehicle infrastructure projects impacting their neighborhoods, facilitate integration of community vision on EV readiness, and target California's historically underserved communities.

Having served the underserved community for over 20 years, I have seen, more times than I care to recall, underserved communities ultimately overlooked as result of poor engagement strategies, a lack of capacity, or both. Unfortunately, there are a number of factors that cause me to feel that, when it comes to building EV infrastructure, it is about to happen again. Simply put, we have to rethink engagements strategies that take into consideration the way certain communities share information and are motivated to take action.

People are best engaged when they see the benefit for themselves and their families. The challenge is that it can't told to them, they must experience it for themselves and realize the benefit. This is the backdrop for my answer to the following questions:

What kinds of projects should the CEC consider to empower community-led and owned EV infrastructure?

The CEC should engage commmunities and the methods that are most effective in those communities. In the African American community, the most effective way to do outreach has

always been through the church. The challenge is that the capacity and willingness to engage varies.

Consider funding an organization that works with African American churches to do a pilot that includes installing charging stations on church property. Implement community engagement strategies would include outreach, education, and entrepreneurial training to take advantage of opportunities created by going “green”. Outreach should also include car-buying opportunities. The end result is that the community will be able to “taste, touch, and feel” what going green means for them.

Are there communities, locations, and/or types of lead applicants we should target? and owed EV infrastructure projects?

There are plenty of underserved communities the greater Los Angeles area; however, grid capacity by providers LADWP and SEC may be uneven. Long Beach and Inglewood would be ideal communities for this pilot.

Please contact me at everettbelljr@gmail.com should you have any questions or would like to discuss any of these comments further.

Thank you,

DocuSigned by:
Everett Bell

AR446906DCC54BA
Reverend Everett Bell Jr
Founder Impact Southern California CDC