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July 12, 2017

Ms. Mary D. Nichols
Chairperson, California Air Resources Board
1001 "I" Street
Sacramento, CA 95814

RE: VW Settlement and Disadvantaged Communities

Dear Ms. Nichols and Board Members:

Because we know that our Air Resources Board (CARB) will be considering the investment plan of Electrify America to satisfy the consent decree for air quality standards violations related to VW vehicles, we are now weighing in to register our strong support for the Zero Net Energy Community project in the City of Carson as a prime target location. We want to see Electrify America meet its obligations and we can think of no better place to do so than the City of Carson.

Pando Populus is a non-profit working almost solely in Los Angeles County to create an "ecological civilization," which will help satisfy Councilman Koretz's vision of a sustainable Los Angeles by the year 2025. We partnered with the City of Carson in 2015, upon learning that the City was working diligently on becoming more "livable." Our first project with them was refurbishing the community garden at Stephen White Middle School, which brought together the Middle School, the City, the Montecarlo Cultural Foundation, and the University of San Francisco to envision a space where everyone in the City can enjoy nature and be educated on issues from gardening to the arts and beyond. We have worked with them on a variety of small projects and have been very impressed with the leadership and goals of the City. Our second major project with them will bring City leaders together with the City of Claremont to discuss Best Business Practices for sustainable cities, and to create a template of how to achieve sustainability which we will use in cities all around Los Angeles County.

It is significant that Electrify America has previously recognized the value of an electric vehicle charging infrastructure project in the City of Carson, contained in its most recent submission to CARB. According to US Census data, the City of



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Carson is one of the most ethnically diverse cities in the entire USA (Latino: 27%, Asian: 22%, African American: 25%, White: 26%) and includes a high percentage of low-income, disadvantaged families both of which make Carson the right demographic for this program.

Making it an even more urgent priority is the City's CalEnviroScreen 3.0 rank which puts Carson among the very poorest air-quality scores in the State of California (98-100, <https://oehha.ca.gov/calenviroscreen/sb535>). That damning score is no surprise to those of us who know the City and its adjoining toxic refineries, industrial chemical manufacturing facilities and other serious and damaging sources of air pollution.

One of the biggest sources of pollution comes from Carson's location as the City where four of Los Angeles' busiest area freeways intersect – The 405 San Diego Freeway, the 110 Harbor Freeway, the 710 Long Beach Freeway and the 91 Artesia Freeway. Few other cities need the relief from fossil fueled transportation more than Carson and few would benefit more from the electrification of transportation.

As others have noted, the EV charging infrastructure proposal we support for Electrify America in the Carson community/Charge Bliss project satisfies the following explicit requirements of the consent decree:

1. Create another "Green" City.
2. Provide services to "citizens who live primarily in disadvantaged communities."
3. Foster adoption of zero emission vehicles in a disadvantaged community.
4. Address comprehensive State air quality goals.

Furthermore, we embrace and endorse the critical overall goals of the Charge Bliss/CEC project to offset all energy usage with co-located renewable generation, mitigate peak load through battery storage, create efficiencies with LED lighting and new mechanical systems, and to actively manage the EV charging infrastructure through cutting-edge control systems designed by the UCLA group. These moves to help create the necessary distributed energy resources in Carson align in synergy with the business plan of the South Bay Clean Power CCA initiative.



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We are pleased that the City of Carson, the South Bay Cities Council of Governments, Charge Bliss, and many other key local stakeholders are already in alignment and ready to collaborate to achieve the project's success. We are proud to bring our own to this coalition. Clearly Electrify America should not delay in making its commitment to prompt project participation and rapid funding of the EV infrastructure design, engineering, construction, and operation.

We strongly encourage CARB to approve the Electrify America plan with specific inclusion of its role in the Carson project. This deserving disadvantaged community is desperate for the tangible and meaningful improvement in its air quality, health, and welfare of the citizens that will come from increasing the adoption of zero emission vehicles while significantly improving the EV charging infrastructure at key locations including major transportation routes and multi-unit dwellings. And we are past due in engaging Carson's students in the Science, Technology, Engineering, Arts, and Medical (STEAM) fields for which we and the community have such great needs.

Please expedite the process for Electrify America to formalize and begin their contribution to this critical project. We ask that the project explicitly require Electrify America to specifically participate in the Carson EV charging infrastructure design, engineering, construction, operation, and maintenance. We ask that CARB support and instruct Electrify America to allocate a minimum of \$4.0M for project purposes as soon as possible in the interest of expediting comprehensive designs and engineering to best ensure project success.

We believe in the need for environmental justice in cities like Carson and we believe this opportunity can help deliver it.

Thank you for your time and consideration.

A handwritten signature in black ink, appearing to read "E. Shirley".

Eugene Shirley, President