



GLAAACC

**Greater Los Angeles
African American
Chamber of Commerce**

501(C) 6 Board Members

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Odest T. Riley Jr.

September 1, 2021

Liane M. Randolph, Chair
California Air Resources Board
1001 I Street
Sacramento, CA 95814

RE: Advanced Clean Cars II

Dear Chair Randolph:

The Greater Los Angeles African American Chamber of Commerce (GLAAACC) is the premier African American business professional organization in Los Angeles County. Our mission is to advocate and promote the economic growth and development of the African American business by focusing on legislative advocacy, as well as identifying and developing business opportunities and strategic business alliances.

GLAAACC commends the California Air Resources Board (“CARB”) and its work in developing the Advanced Clean Cars (ACC) II program. Our comments outlines our hopes in creating more access to EVs in the communities that we represent.

First, we want to thank CARB for recognizing the unique needs of our communities through the proposal of the Environmental Justice credit program. This is an important recognition of the existing barriers facing our communities. We appreciate CARB’s strategy to provide more EJ incentives to better serve and benefit disproportionately impacted communities, including lower income communities of color. Many lower income households are unable to afford



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EVs and can't take full advantage of the \$7,500 federal EV tax credit.

Second, GLAAACC believes that CARB can further expand these benefits beyond the current EJ credit program proposal by considering EV trip incentives for ride hailing to further foster speed and access to EVs. Ride hailing has improved mobility options for lower income communities that cannot afford personal vehicles. Thus far, the CARB proposals are focused on used and new personal car ownership and community benefit programs, but GLAAACC believes that CARB should take the additional step of creating EV trip incentives. The current proposals face the twin barriers of: 1) costs of EV car ownership, and 2) launching an eligible community program with administrative capacity to apply for the EJ credit program. Instead, with an EV trip incentive, the State has greater flexibility by creating increased ZEV incentives for trips serving disadvantaged communities that can be more quickly implemented. Lower income communities should not have to complete a needs assessment to be eligible for more investments in mobility. Additionally, the EV trip incentive could be shared between the customer and the transportation provider, which would encourage more owners (e.g. small businesses) to pursue EV purchases and more customers to select an EV transportation option.

Thank you for your time and consideration, and we welcome the opportunity to discuss our comments further.

Sincerely,

Gene

Gene Hale
GLAAACC Chairman



GLAACCC

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