

1 because we're going to push out the start date till later.

2 The key here is that all of this hinges on the
3 fact that we are successful in moving away from all of
4 this fuel, right? And that means we are building the
5 clean stuff. And so as we think about what are we really
6 talking about? We're talking about ending fossil fuel
7 combustion. Where is that fuel being produced? Well,
8 it's used to produce energy. Where is that energy going?
9 It's going into transportation and buildings. And we want
10 to switch all those to a different energy source, we need
11 to build that different energy source, transition them
12 over, and then turn off the ones that are existing.

13 And so that's the way that we methodically
14 thought it through. I think that the questions about the
15 safety and reliability that are coming up from the
16 environmental justice advocates, they're good questions.
17 There's a lot of technical information, and literature,
18 and research that's been done here.

19 One of the questions we keep hearing about is the
20 90 percent capture rate versus, you know, what is really
21 theoretically possible at a refinery. So 90 percent is
22 the proven capture efficiency at a smoke stack. And, in
23 fact there's DOE reports that say that some projects have
24 exceeded that to be about 92.4 percent.

25 When we put it on the refineries, we know you

1 can't put a CCS bubble around everything and you're going
2 to have things coming out of pipelines, smaller units, et
3 cetera. And what we say is that it's going to be attached
4 to things like catalytic cracker, CHP units, combined heat
5 and power units, or steam methane reformation units for
6 hydrogen production.

7 So the overall capture at a refinery is about 70
8 percent in the modeling. It's not 90 percent. That 90
9 percent really speaks to the efficiency of the technology
10 on the stack. And so there's been a bit of confusion
11 about that 90 and what it looks like on a refinery. But
12 we talked through it and walked through it in the plan
13 itself and we know that there is technology available
14 today that can be fit into tight spaces, because
15 refineries are old. They're -- some are a hundred years
16 old. They've been compact. Things have been added
17 haphazardly over time, and so there are units that can be
18 attached in a modular way on some of the larger pieces of
19 emissions, and that's where you get a 70 percent overall
20 capture.

21 BOARD MEMBER FLOREZ: Thank you. And just my
22 last follow-up is that it's -- so is there any research on
23 air quality impacts, given CCS?

24 DEPUTY EXECUTIVE OFFICER SAHOTA: So there is
25 research sitting out there. And some of it's at Stanford

1 and there's going to be a forthcoming report, I believe,
2 that was mentioned at the Legislative oversight hearing,
3 that as you're attaching CCS units -- units, there are
4 some treatments that can be added into that process that
5 also pull off some of the other gases in the stream, to
6 help reduce the harmful air pollution, along with
7 capturing the CO2.

8 BOARD MEMBER SPERLING: Madam Chair, could I just
9 say one thing?

10 CHAIR RANDOLPH: Um-hmm.

11 BOARD MEMBER SPERLING: Just to elaborate on this
12 CCS issue, which is an important one. I think one thing
13 that the report makes clear is that CCS is a tiny part of
14 this Scoping Plan, you know, in terms of how much
15 reduction. And, you know, the air capture is kind of this
16 placeholder for much larger reductions. But CCS is really
17 tiny. And I wonder with CCS, you know, for California,
18 you know, you can talk about the oil CCS at the refinery,
19 but then there's the pipelines, and then there's the
20 sequestration. And I think it's been mixed up all that
21 it's just, you know, the -- it's almost been demonized
22 without pulling it apart and looking at, okay, if you're
23 in the Central Valley and all you're having is a pipeline
24 there and it sequesters it, is there much impact there? I
25 don't know, but I suspect it's pretty trivial. I mean, we

1 have pipelines for everything all over the place.

2 So anyway, maybe that would be a useful path to
3 pursue is being a little more clear on that.

4 DEPUTY EXECUTIVE OFFICER SAHOTA: And that's a
5 really good point, because a lot of this is being
6 considered as injection points in the Central Valley where
7 the depleted oil fields sit today. And in conversations
8 with some of the local officials, they have been clear
9 with us that they don't think storage should happen under
10 people's homes. They don't think pipelines should run
11 near people's homes. What they're talking about is out
12 away from -- away from people's homes, away from where
13 children would be at school, so that you have minimal
14 impact, not just from a location, but also minimal impact
15 from what it actually looks like at that site. And so
16 that has also been a point of discussion with some of the
17 local officials in the valley.

18 BOARD MEMBER SPERLING: And Senator Florez --

19 CHAIR RANDOLPH: So I --

20 BOARD MEMBER SPERLING: Senator Florez's
21 catalytic converter analogy is clever and right on. I
22 like it.

23 CHAIR RANDOLPH: So I think this goes back to
24 the -- to the suggestion I made earlier that in the -- in
25 the section we already have where we talk about the

1 process that we have been in conversation with CalEPA and
2 the Natural Resources Agency for how do we get to ground
3 on some of these questions, I -- it -- I think it would be
4 useful to be very specific about the concerns, because to
5 me this question of, you know, pipelines is not -- it's
6 not insignificant, right? I mean, you know, pipelines can
7 leak. Pipelines can have, you know, very damaging issues.
8 And so I don't want to trivialize that and I want to make
9 sure that we are considering that as part of the
10 conversation, you know, what are the safety standards, how
11 would they be deployed. And so if we could be specific
12 about that.

13 And then the -- I think it is -- I completely
14 agree CCS is a relatively -- it's a very small part of the
15 overall strategy. When we get to the point of talking
16 about carbon dioxide removal though, some of those issues
17 are going to pop up again in terms of what are you doing
18 with the carbon once you've removed it, right? Are you
19 sequestering it into an underground reservoir or are you
20 making something else out of it, are you making it into,
21 you know, this one technology where you're creating
22 something that's not -- you know, not a gas, but a thing
23 that you sequester, but it doesn't have as much
24 possibility of being released.

25 So there's a lot of different options and

1 technologies that out there. And so I think in the carbon
2 removal place, we should also be thinking about making
3 sure we're addressing any safety concerns that have
4 overlap with CCS.

5 Board Member Takvorian.

6 No, I was -- I was done.

7 BOARD MEMBER TAKVORIAN: Okay. Yeah. Thank you,
8 Chair. I guess the overarching -- one overarching comment
9 I want to make is I'm concerned about what I feel like is
10 a little bit of a theme here, particularly related to CCS
11 about repurposing, to your point about pipelines, to the
12 point about refineries. We talked about it a little bit
13 with peaker plants.

14 You know, polluting industries are in impacted
15 communities. And if we're working to try to repurpose
16 them, they're never going to go away. And I -- I'm not
17 confident that they are somehow going to be safer. So
18 I'm -- I'm worried about that and I'd like to see that
19 discussion in the -- in the Scoping Plan.

20 I guess to your point, Chair, about -- about CCS,
21 I -- I'm concerned about what the status of the projects
22 are in California, and what the regulations are, and
23 what's the status of those regulations. I mean, all of
24 the things that you just named, those are pretty baseline
25 issues, that if we don't have the answers to, I'm not sure

1 how we can be putting this in at any percent. If it's for
2 a specific industry like cement, or glass, then that's a
3 different matter than thinking about it as -- as a more
4 overarching technology.

5 And then my last question is if this is kind of a
6 bridge -- if it's not a bridge, if it's always going to be
7 on gas and cement -- I'm sorry, glass and cement, and
8 that's -- there's just no other way around it, then it
9 seems like it should be isolated to those industries. If
10 we're thinking about it in addition to those industries,
11 then how are we not creating stranded assets. If, in
12 fact, we're working for direct emission reductions,
13 then -- and these permits take 10 years to develop, then
14 I'm hoping that they won't be needed in that -- in 10
15 years.

16 So I want to -- that's again the dashboard
17 timeline that we need to be looking at, because it seems
18 like we're investing in technologies that are going to
19 take a long time to get online, while we're in theory
20 working for direct emission reductions. So it seems to me
21 that those are conflicting statements.

22 CHAIR RANDOLPH: So I think you hit on a key
23 point with regard to industries -- polluting industries
24 going away. And I think our goal, as a state, and I think
25 it's reflected in the original legislation, is we want

1 clean industries. I don't know that we are a society
2 that's going to not have industry. And so, I mean, I --
3 so I guess you agree though that like the goal is to have
4 clean industry.

5 BOARD MEMBER TAKVORIAN: Yeah. That's why I was
6 saying about glass and cement --

7 CHAIR RANDOLPH: Um-hmm.

8 BOARD MEMBER TAKVORIAN: -- you know, we need
9 glass and cement. So if we're working to get it as clean
10 as it can be, and CCS is a part of that strategy, then
11 let's talk about it for those industries. Let's have that
12 conversation as opposed to an overarching conversation
13 about it being a strategy that's incorporated in the
14 Scoping Plan for many others emission.

15 BOARD MEMBER FLOREZ: Yeah. And I think Rajinder
16 hit right in terms off the tradeoff between imports and
17 the whole host, I mean, leakage, and jobs. But I -- But I
18 would say we should push the envelope to think about
19 cement plants from a perspective of what is the need that
20 requires them to always have maybe a CCS component to it,
21 as opposed to some sort of electrification that has
22 battery storage that could be something completely
23 different and it could actually provide maybe something
24 that isn't necessarily dependent on what we're depending
25 on right now from a renewable perspective.

1 I mean, I think the renewable is coming. And I
2 don't we should always think of the cement plant as always
3 having to be that. In 10 years, it could be a completely
4 different conversation. So I think we should just hold
5 out hope that there are going to be some industries that
6 if indeed we have to utilize CCS, may even transition from
7 that to something on the renewables side that might allow
8 for that. I don't know if that -- it matches.

9 CHAIR RANDOLPH: But my understanding is that one
10 of the reasons why cement is frequently the example is
11 because it has process emissions that will -- you know,
12 that there is not an option for, in addition to the heat
13 and energy that's needed to operate it.

14 But I do think we -- this gets to the stranded
15 assets conversation right? We know we're going to need --
16 you know, we need fuels. We know we're going to -- you
17 know, it's going to take some time to transition fully
18 away from fossil. And we do -- we are going to need to be
19 thinking about how do we make that transition cleaner.
20 And I don't know if staff wants to add anything on that
21 kind of fundamental point about sort of the mid -- middle
22 term period of time sort of the 15-year period of time.

23 DEPUTY EXECUTIVE OFFICER SAHOTA: Sure. So this
24 just goes right back to the thing -- and I sound like a
25 broken record. I've said this to myself many times. We

1 can shut down the bad things like the fossil fuel
2 production and distribution, only if we're successful in
3 moving away from it. And so to the extent that we are
4 able to build out clean electricity at the rate that we're
5 talking about and have it be available, then we can move
6 over to that and have deployment of that technology.

7 Unless we can move the world's fifth largest
8 economy, 40 million residents over to that, it's unlikely
9 that we are going to start turning off the energy that
10 we're using today. And so this all begins and ends with
11 what we need to build out for. And so it's unclear,
12 sitting here today - we have it in the modeling. We have
13 it in the draft report how to get - there, if we can
14 actually do it.

15 If we are off track, what that means is that --
16 that energy the petroleum energy, the cement that we need,
17 the glass, all of those pieces, they're going to continue
18 to be produced, because that demand is not going away any
19 time soon that we can see that it's going away. It's
20 going to continue to be produced and those emissions are
21 going to continue to be into the atmosphere.

22 Pursuing CCS is not a -- is not a light on
23 capital investment. You're talking about having companies
24 go in, go through permitting, looking at the economics,
25 thinking about what their future plans are going to be,

1 looking at any tax breaks on this, because it is supported
2 through tax breaks -- the technology is supported through
3 tax breaks at the federal level, and then dock -- deciding
4 does this make financial sense -- sense for us to even
5 embark on this, knowing that they're going to be
6 questioned about what the impacts are, how they're
7 engaging with communities, what their presence means, and
8 every aspect when they do these projects.

9 And so it's not as though they're going to built
10 overnight here, but I also don't see us building overnight
11 all the electricity that we're asking for in the plan.
12 And so I think for now in the document with the technology
13 that we know of today, we are seeing a need for CCS. We
14 are also seeing a need to make sure that there's direct
15 air capture, because at some point, we have 200 years of
16 legacy emissions sitting out there that must also be
17 addressed and -- from the industrial revolution.

18 So there -- there has to be a way for us to put
19 the signal out there so that the companies we have that
20 are producing the things that we need and will need for
21 the next 15 to 20 years have a way to move forward and
22 clean up those industries today.

23 Those industries have a way to think about
24 repurposing themselves and also how that may be able to
25 benefit and use some of that CCS technology. It's not

1 clear if we putting it in the plan means they're going to
2 pursue it. It's not clear if that is something that they
3 are going to say is economically feasible. But from an
4 environmental perspective, from a climate change
5 perspective, those are -- those are the technologically
6 feasible cost-effective things that we have right now for
7 those sectors that we modeled.

8 CHAIR RANDOLPH: Okay. Board Member Hurt.

9 BOARD MEMBER HURT: So with all that being said,
10 what needs to be stated about protecting the communities?
11 I get the idea of the stranded assets and make sure that
12 industry produces what we need. But the communities are
13 still struggling and drowning in the pollutants, and --
14 I'll stop there.

15 DEPUTY EXECUTIVE OFFICER SAHOTA: No. And
16 that -- that is some of the questions -- those are some of
17 the things that we were talking about internally with that
18 multi-agency plan -- coordination meeting that is being
19 established between Natural Resources Agency and CalEPA,
20 which is to pull the different State agencies together,
21 because it's not just CARB in this role. You've got the
22 Water Board, you've got Natural Resources, you've got
23 local permitting, you've got, you know, some of the
24 federal agencies involved.

25 So the goal is to pull us all together and have

1 engagement with communities to hear their concerns, bring
2 an expert that can speak to those concerns, work through
3 the issues and specifics that a community may have, and
4 then figure out what is needed to provide the assurance --
5 the necessary guardrails - I'm going to use the word
6 guardrails - for that community to feel like they have the
7 information and that they have an ability to weigh in on
8 potential design or potential siting of where that CCS
9 would ultimately go.

10 And so those are the kinds of discussions that
11 need to happen. We're going to have time for that,
12 because we're not going to be able to permit thinking for
13 CCS for many years. And so that discussion is supposed to
14 start this summer, and that's what we put in the plan.

15 BOARD MEMBER HURT: So I spoke to one stakeholder
16 that said there's 17 projects in the queue in their
17 region. And I'm just wondering, you know, when folks hear
18 that, is that something you've heard? But I know that
19 that's scares the community like what's to come.

20 DEPUTY EXECUTIVE OFFICER SAHOTA: I have not
21 heard that there's 17 projects. I will say that there was
22 one that was proposed. It was Mendota. It was supposed
23 to be a non-combustion biomass energy plant. So it was
24 not about a traditional -- it was not a traditional
25 biomass plant that would be using incineration to produce

1 energy. It was non-combustion. It was not going to have
2 any criteria pollutants associated with it. And they are
3 going to add CCS to it. They put in an application in
4 February of 2020 I believe. They thought they were going
5 to be able to be operational by 2026. They have decided
6 to work through some additional issues with U.S. EPA,
7 because U.S. EPA is part of the permitting process.

8 The earliest that they will be in operation is
9 2028 now. The -- the reason that plant was being thought
10 of and was being moved forward is, one, it was
11 non-combustion and it was an alternative to ag waste
12 burning and it would have produced energy using a
13 sustainable resource.

14 Instead of having to move that material, the ag
15 waste, hundreds of mile away, it would have been located
16 without any combustion technologies in -- near that region
17 where those sources -- source of biomass would be, and it
18 was going to make use of CCS to produce clean energy.

19 But even that project is not going to be moving
20 forward on this -- on the timeframe they thought they were
21 going to. I'm not aware of other projects that are even
22 close to that -- that rate or process in the permitting
23 here.

24 BOARD MEMBER HURT: Okay. Thank you.

25 CHAIR RANDOLPH: I think -- I think that is the

1 question of proposed projects is a lack of clarity,
2 because I've heard different reports from different
3 sources. And so I think that is another example where the
4 interagency process can kind of try to run that to ground
5 and sort of see whether it's proposed.

6 I've actually -- I just have a quick follow-up
7 question about that project, because if it's
8 non-combustion, then what is this -- what is the role of
9 CCS? I'm just trying to understand.

10 DEPUTY EXECUTIVE OFFICER SAHOTA: So there would
11 still be some kind of minimal amount of gasification that
12 is used to run the facility and so there would still be
13 some of that being produced. If you put it -- but it
14 would be from biological -- it would be the ag waste
15 that's producing it. But it would then be used to take
16 care of that minimal amount and sequester it. The
17 facility itself is not a traditional biomass burning plant
18 though.

19 CHAIR RANDOLPH: Okay. Got it. And then I'll
20 also note this is an area where, you know, to the extent
21 that there are projects that propose in underground
22 injection Region 9 of the U.S. EPA will be involved and
23 they are working on convening conversations around this as
24 well.

25 So it is -- we are definitely not the only ones

1 working on this issue. There are -- there's a lot of work
2 at Department of Energy, other federal agencies, and other
3 State agencies. And that's kind of one of the -- one of
4 the goals of having a more coordinated conversation to
5 share information and try to understand what's -- what's
6 out there.

7 Board Member Takvorian.

8 BOARD MEMBER TAKVORIAN: Well, just last
9 questions, I guess I -- maybe I missed it, but I didn't
10 hear a response to Board Member Kracov's question about
11 out-of-state demand. I mean, all of this is -- is
12 projected related to what you're projecting for in-state
13 demand. Are these facilities allowed to produce unlimited
14 amounts in order to meet out-of-state demand, assuming
15 they don't have the same kinds of regulations that we do?

16 DEPUTY EXECUTIVE OFFICER SAHOTA: Well, I think
17 Board Member Kracov was exactly precise when he said we
18 need to look at a western plan about how to handle this,
19 because that's the -- that exporting issue is one that is
20 sitting out there.

21 What we looked at was what does it take to get to
22 the California need, because this is the California
23 Scoping Plan. And the next steps would be to then think
24 about, well, what are the policies to try and align
25 reducing actions with California's in-state need for that

1 fuel. But looking at the western coast or the western
2 region, as more of a holistic approach and working with
3 those states is probably the better place to try and
4 figure out how to bring it down, not just regionally but
5 also how to think about addressing that export issues,
6 because we don't have the authority -- we, as a state, do
7 not have the authority to stop exports of goods out of
8 California.

9 BOARD MEMBER TAKVORIAN: But we do have the
10 authority to restrict the emissions that come from the
11 production of those fuels. So that's where we would
12 intervene, right?

13 DEPUTY EXECUTIVE OFFICER SAHOTA: So we, as the
14 State, can use the Cap-and-Trade Program for the GHG
15 emissions. That does not preclude the districts from
16 pursuing action on refineries in oil and gas for criteria
17 and toxic emissions. And one of the things that I should
18 mention is that to the extent that there is still ongoing
19 activity in the oil and gas sector, the Governor did issue
20 direction to one of our sister agencies to prevent new oil
21 and gas drilling near communities and expand health
22 protections. And so they are working towards a public
23 health rule, specifically on the oil and gas sector. And
24 that was the same time he directed us to look at fade
25 out -- look out -- lack at a phaseout of oil and gas

1 extraction in the State of California as part of the
2 Scoping Plan.

3 And so that's why we modeled it that way just to
4 see what does that mean. And then realizing, well,
5 there's still demand that persists. What if we do phase
6 it out and the demand persists? That means we're
7 importing in crude to meet that demand, which means more
8 activity at the ports, more storage, more infrastructure.

9 And so then we ran into a whole other set of
10 issues when we try to think about what if we did try and
11 shut it out, even if demand persisted.

12 CHAIR RANDOLPH: Vice Chair Berg.

13 VICE CHAIR BERG: I want to make sure -- I just
14 want to under industry mention small business. We heard a
15 lot from small business. I don't know that there's
16 anything we specifically need to do in the Scoping Plan,
17 although I'd really appreciate it, Rajinder, if we could
18 just look. I think the impacts are downstream, but we're
19 going to hear a lot. We have a lot of regulation coming
20 and it is very, very scary when you have no context how to
21 think about this as a small business.

22 And just as we had other references -- oh, on
23 small cities, I really appreciated that, Davina, when you
24 said we don't have the expertise. Well, small businesses
25 have even less expertise within -- wherever they're

1 operating. And yet, they do have cumulative impacts on
2 our community.

3 And so we do need to look at small businesses in
4 a different type of framework. And I just want to -- I
5 just wanted to call that out and -- a different type of
6 framework, meaning communicating with them, having them
7 understand their impacts, what can they do to become
8 cleaner, what is the road for them. And -- and so I
9 didn't want to leave that out of the conversation.

10 Thank you.

11 CHAIR RANDOLPH: Okay. So summarizing what I
12 heard that we need to be more specific about the concerns
13 around CCS and its impacts on communities and work through
14 what the options are, that would identify specific
15 guardrails to deal with those impacts, what the -- what
16 kind of regula -- regulatory framework there needs to be a
17 discussion about amongst the agencies about potential
18 deployment of that strategy.

19 I heard a couple of folks endorse the EJAC
20 recommendation around a sort of multi-agency discussion
21 about oil and gas phaseout. Is that -- I see some nodding
22 on the dais here. I see a lot of nodding on the dais here
23 on that. So we should identify that.

24 And we will -- as part of that interagency
25 discussion around CCS, we need to identify sort of, you

1 know, where we are, what projects are anticipated, you
2 know, trying to get information to the public. And I'm --
3 I don't know if that may be a -- going forward, the
4 working group can talk about things like public disclosure
5 dashboards, whatever might help us run to ground some of
6 these questions.

7 Anything else on this topic?

8 BOARD MEMBER HURT: I'm still curious about --
9 I'm still curious about life-cycle point. I think it goes
10 a little bit to Gideon's question about in-state and
11 out-of-state, and just being expressly clear about what is
12 the life cycle of the storage and all the different points
13 that it could affect.

14 CHAIR RANDOLPH: Okay. We can add that.

15 All right. Do folks need to take like a
16 10-minute break?

17 Okay. Ten minute break and then we will
18 reconvene.

19 (Off record: 11:08 a.m.)

20 (Thereupon a recess was taken.)

21 (On record: 11:21 a.m.)

22 CHAIR RANDOLPH: All right. We are online. We
23 are back in session. I just want to note I did a -- got
24 a -- got a little information when we were on the -- on
25 our break. And there are some Classic -- the one, two,

1 three, four, five, six Classic applications at Region 9
2 for California, yeah. So there are -- there are projects
3 out there. And that's why I think it's really important
4 that we have these -- this conversation about how we're
5 thinking about those projects and addressing potential
6 impacts of those projects.

7 Okay. Our next topic is natural and working
8 lands. This is the first time we've done this type of
9 modeling and quantification, which is very important, very
10 critical. I am going to kick off the first question on
11 this topic, which is how are we thinking about biomass,
12 and forests, and, you know, the existing growth that we
13 have in forests, the continuing impact of the bark beetle
14 infestation. Is that -- is that still -- oh, is that over
15 now at this point, the actual infestation? I don't even
16 know the answer to that questions.

17 BOARD MEMBER BALMES: I don't think so.

18 CHAIR RANDOLPH: I don't -- year, I don't know.

19 BOARD MEMBER RIORDAN: As long as there's weak
20 trees, the beetle will be there.

21 CHAIR RANDOLPH: Okay. So th ongoing bark beetle
22 issues that we have that are exacerbated by drought. And
23 so I would love to hear from staff about what are the
24 policy levers we need to be thinking about as we're trying
25 to get forth to become a sink rather than a source.

1 INDUSTRIAL STRATEGIES DIVISION CHIEF BOTILL: Hi.
2 Thanks. Matt Botill, Division Chief of ISD.

3 So as you mentioned, for this Scoping Plan, we
4 did this first-of-its-kind analysis on natural and working
5 lands. And what we were looking to do is understand how
6 natural and working lands can support achieving carbon
7 neutrality, but not putting blinders on and thinking about
8 it just from a carbon storage perspective. We know that
9 lands also emit greenhouse gases. We've seen the effects
10 of wildfire in our state over the last decade. We know
11 that they are a source of CO2 emissions and so we wanted
12 to look at them comprehensively.

13 Disease is another instance, right? We know that
14 because of die-off, we have decay in the state's forests,
15 and that also results in greenhouse gas emissions, CO2
16 coming from the state's forests.

17 So when we did this analysis, we also asked
18 ourselves what has the State done over the last couple of
19 decades from a management perspective, and what could we
20 do going forward by accelerating those management actions,
21 and what would the greenhouse gas outcomes be? And this
22 goes to your point, Chair Randolph, about the policy
23 levers. We didn't want to model a bunch of actions that
24 the State hasn't been able to do in the past or that we
25 don't have experience doing, because we wanted to make

1 sure that if we were going to change the way we look at
2 natural and working lands, change the management actions
3 that we're doing on lands, that there's some precedent for
4 those actions having happened in the past, so that we can
5 expand those going forward.

6 So in this analysis, we looked at things like
7 fuels reduction treatments that could happen in forests.
8 We looked things like healthy soil practices that we could
9 do on croplands, you know, hedgerow plantings, compost
10 application, no tiller -- or low till, urban forestry,
11 wetlands restoration projects. And in doing that, we also
12 completed a first-of-its-kind modeling exercise that puts
13 forward what the carbon stock changes will be going
14 forward, what the greenhouse gas and sequestration and
15 emissions could be going forward from these land types.

16 And we also, to the extent that, you know, we had
17 the ability, also looked at the effect that climate change
18 will have changing temperature and precipitation patterns
19 on land. Because these are natural systems, they respond
20 to water availability. They respond to temperature
21 changes.

22 And so your kind of opening question about how do
23 we get lands to be a sink? That's going to be difficult.
24 You know, the analysis that we did showed that over a
25 20-year time frame, we expect them to be a source of

1 emissions as carbon stocks decline over time, as, you
2 know, wildfires happen, they become more intense. As you
3 know our agricultural soils release greenhouse gas
4 emissions from management decisions. And the actions that
5 we do around fuels reduction, around healthy soils, around
6 wetlands restoration, around urban forestry, they can
7 reduce the amount of emissions we have from those lands.
8 And, you know, if we had some pretty significant scale-up
9 on certain actions, like unprecedented scale-up way beyond
10 anything the State has ever done, you could get closer to
11 having lands be kind of carbon neutral, but it would take
12 a huge amount of urban forestry, healthy soils practices,
13 to the extent that the State's really kind of never seen.

14 So we wanted to be realistic and pragmatic about
15 what the outcomes would be for lands. And we also wanted
16 to recognize that because we haven't done this type of
17 analysis before, we shouldn't overshoot for lands, because
18 we're not, you know, at a place where we could say
19 comprehensively here's all of the ecological impacts of
20 really bending this curve on lands. We wanted to be, you
21 know, cognizant of the fact that, you know, the solution
22 to lands that are out of balance now isn't to further
23 knock them out of balance in the other direction. We need
24 to be careful about how we approach them.

25 We've been in lots of conversations with the

1 sister agencies that are responsible for land management.
2 The California Natural Resources Agency, and Food and Ag,
3 Secretary Ross and Deputy Secretary Hansen were here
4 yesterday to give their remarks. We're looking to them on
5 implementation and they have the mechanisms. I believe
6 they have the mechanisms to move forward on some of the
7 practices that we've identified, the management strategies
8 identified in the Scoping Plan.

9 Historically, it's been through State funding
10 activities. And those will need to scale up and then
11 we'll also need to look for additional opportunities. The
12 Legislature last year enacted SB 27. It's a registry for
13 natural and working lands and other carbon dioxide removal
14 related projects. And that will give an opportunity the
15 private sector as they look at, you know, their
16 environmental sustainability goals. For instance, they
17 can look to make investments in projects to accelerate
18 those actions as well.

19 So it's a space that's growing and -- but we will
20 certainly need to see kind of an increase in action to
21 meet the proposed scenario targets that we put in the
22 Scoping Plan.

23 CHAIR RANDOLPH: All right. Thank you.

24 Any other questions and comments?

25 Dr. Balmes.

1 BOARD MEMBER BALMES: Thank you.

2 And first of all, I want to recognize Matt and
3 colleagues for doing this first ever modeling with regard
4 to natural and working lands for the Scoping Plan. I
5 really appreciate it. And I know that you know that you
6 don't have all the data inputs that you'd really like to
7 have. And so there's a great uncertainty. Thank you for
8 acknowledging that, but I -- I think it's a really
9 important first step.

10 And I also thank you for pointing out that it
11 would take unprecedented investment to deal with the
12 threat of wildfires and the impact that that will have on
13 greenhouse gas emissions and greenhouse aerosol emissions.
14 You know, this is space I spent a lot of time in. I was
15 actually interviewed yesterday by KCBS, because there are
16 wildfires occurring in the Bay Area. And there was also a
17 report of the San Francisco Chronicle about how we had the
18 worst air quality ever from a University of Chicago report
19 because of our wildfires in 2020.

20 There is a factoid I know from the Australian
21 bush fire season 2019 to 2020. There was as much climate
22 forcing emissions from that bush fire season as the entire
23 year of man anthropometric generated greenhouse gas
24 emissions. So it's a huge problem. You know, I believe
25 it when I see it that wildfire -- you know, that we'll be

1 able to decrease wildfire risk to the point where forests
2 are a sink rather than a source, because it would take --
3 it will take billions of dollars and many years to manage
4 the forest that way we need to. I mean, we need to start
5 and I guess we have started, but it's like a baby step
6 compared to what's really needed. The legacy of fire
7 suppression is, you know -- decades of fire suppression is
8 a big one and climate change isn't getting any better in a
9 hurry.

10 So I applaud the fact that we're trying to get a
11 modeling done -- or we did a modeling that hopefully will
12 spur our sister State agencies, and the Legislature, and
13 the Governor to really invest at the level that we need to
14 invest. We can't burn our way out of the forest
15 management issues with prescribed burns. We can't
16 mechanically clear enough. We need to do both and at a
17 scale that we haven't. It's sort of like the VMT issue.
18 I don't -- you know, we -- we're not even close to getting
19 there.

20 So can I -- should I talk about agriculture for
21 now or do we want to...

22 CHAIR RANDOLPH: Yes.

23 BOARD MEMBER BALMES: Okay. So then as I've said
24 several other times, I really think that we need to
25 transform the agricultural sector in California -- or at

1 least start doing it the same way that we've transformed
2 the transportation and energy sectors. I think that, you
3 know, agriculture is incredibly important to the
4 California economy. The agriculture sector has a lot of
5 political power as Senator Florez knows, but we can't keep
6 doing things the way we've been doing them and I don't
7 think dairy digesters are the answer. You know, we need
8 to have them -- a more sustainable path to agricultural --
9 to agriculture in California.

10 We have to reduce livestock methane, not just
11 with dairy digesters. And I heard yesterday somebody from
12 the dairy industry say that, you know, we can't go back to
13 pasture grazed cows and dairy production. I'd like to
14 hear why not. I think it's all about economic decisions.
15 And I think the state could decide to support a different
16 approach to livestock husbandry that we currently have.
17 We actually incentivize concentration of herds with our
18 dairy digester program.

19 And, you know, I'm no agricultural expert, so I'm
20 the first one to say, but I'd like to hear specifically
21 how -- why we can't change livestock husbandry in
22 California. And we certainly can support organic farming.
23 You know, just like electric vehicles are becoming more
24 economically viable and maybe even be cheaper than an
25 internal combustion engine vehicles. I think organic

1 agriculture can -- is also becoming more economically
2 viable. And if we could get rid of synthetic pesticides
3 as a part of that -- that -- we hear time and time again
4 from folks in the rural areas of the state where
5 agriculture occurs about their concern about pesticides.
6 And I'm totally supportive of an effort to get rid of
7 synthetic pesticides.

8 I realize it's a small piece with regard to
9 greenhouse gas emissions, but it's a piece of sustainable
10 agriculture, which I think is something that would reduce
11 greenhouse gas emissions in the state and it's better for
12 public health. It's better for the environment. So I
13 think, you know, doing agriculture business the way we've
14 been doing it for decades is not -- and it's getting
15 worse, not better, is to me the wrong way to go.

16 INDUSTRIAL STRATEGIES DIVISION CHIEF BOTILL:

17 Thank you for the question and the comment. So a
18 couple of points here. On the -- on the dairy and
19 livestock methane, I know, we've had a conversation on
20 SLCPs, but it kind of all wraps up under the ag sector, so
21 I'll just take it.

22 So on this particular sector, I think we all know
23 that we have statutory targets to reduce methane emissions
24 from the dairy and livestock sector. And in statute,
25 we're directed to focus on incentives for reduction in

1 that sector. And we've been deploying as a state for the
2 better part of 10 years now, a mix of strategies, and
3 dairy digesters are one of those. And we've also been
4 deploying these practices called alternative manure
5 management practices. Some of that is -- involves
6 conversion to pasture based.

7 What we've seen that is happening in the
8 industry, and this is not a direct result from our
9 programs, but it's happening in the trends in the industry
10 that dairies are consolidating. They are getting larger.
11 The overall -- the overall herd size in California is
12 declining. It has declined over time, but we're seeing
13 more consolidations. Some of the industry folks mentioned
14 that. We've produced an analysis - we put one out in
15 March - that talked about the overall trends in the
16 industry.

17 We also have had many conversations. We held a
18 workshop about a month or two ago on the status of the
19 dairies in California. And one of the things that we
20 heard, you know, presentations from USDA, CDFA about dairy
21 product consumption. It's stayed pretty flat. It's
22 pretty -- stayed pretty consistent on a per capita level
23 over the last few decades. And that's driving the
24 industry to produce milk. This is not unlike the
25 conversation we have on the energy side. We have a demand

1 for a product that has these outcomes, in this case,
2 methane emissions and dairy consolidation being driven by
3 demand for the -- the dairy products.

4 So, you know, we have a -- we have the option
5 right now to basically do a number of things. We can
6 deploy digesters that will reduce methane, and, you know,
7 our analysis showed that they are very effective at doing
8 that relative to the other strategies. We can support the
9 alternative manure management practices that are helping
10 to reduce methane as well. Less effective, more costly,
11 but it's an option. And there's always the option of
12 there's the size of the dairies, that herds that are in
13 California and, you know, reducing those in this state.

14 We did an analysis in the Scoping Plan to look at
15 if there was an accelerated reduction in the herd size in
16 California, what would that look like? And that's in one
17 of the alternatives. We did this analysis to look at what
18 would be the lost dairy revenue to California as a result
19 of reducing the size of the dairy population in
20 California. And it's roughly four times, so it's about \$4
21 billion relative to what we have in the proposed scenario
22 where we are looking to meet our statutory methane
23 reduction targets through a mix of both those digesters,
24 those alternative manure management product -- projects,
25 and as well as, you know, you heard some discussion about

1 the feed additives that could be deployed to reduce dairy
2 and livestock methane emissions.

3 So what we're proposing in the Scoping Plan is a
4 mix of strategies that would reduce those methane
5 emissions, get us to your statutory target. We'll be
6 providing the -- a report out on the workshop that we
7 held, the information that came forward from both the --
8 the market trends on the dairy sector, as well as the
9 input we received from the environmental justice
10 community, the local permitting authorities. We talk
11 about the protections that the local permits provide with
12 respect to air and water quality. We'll be producing that
13 report to you all very shortly, so that's coming soon as
14 well.

15 On the organic ag piece, so this is -- this is
16 one of the areas within the work that we did for the
17 Scoping Plan, we know we could have more information. I
18 don't -- we haven't had in California a targeted organic
19 agricultural strategy that I'm aware of. And what we're
20 recommending in the Scoping Plan is an increase of acres,
21 you know, organic ag between now and 2045, essentially a
22 doubling of acreage under organic ag.

23 We've heard a lot of feedback about this. On one
24 side, the benefits that it will provide in terms of
25 pesticide reduction and, you know, increased -- or

1 decreased use of things like fumigants and others, but
2 also a lot of concerns. Moving to organic ag is not a --
3 an easy thing for many growers. There's a certification
4 process. You have to change all of your practices to
5 reduce your application of things like synthetic
6 fertilizer and pesticide use. It requires looking at your
7 nitrogen application and trying to understand where you're
8 going to get your nitrogen, if not from synthetic
9 fertilizers, so compost availability, water changes.
10 Obviously cost impacts as you transition your production.

11 So what we wanted to do is reflect, you know,
12 based on discussions we had with our stakeholders with the
13 Department of Food Ag, transition to organic ag that was
14 aggressive, but that reflected the fact that we don't know
15 all of the transition that we need to have and all of the
16 acres that we need to have in the implementation pathways.
17 So we wanted to be measured in terms of the expectation of
18 moving to increasing organic agriculture

19 This is one of those areas that the mechanisms
20 also need to be developed. You know, CDFA has a program
21 right now to deploy health soils practices, but it doesn't
22 look at directly incentivizing kind of the transition to
23 organic ag. So this will be something that we would need
24 to work with the agencies on as well going forward.

25 BOARD MEMBER BALMES: So thank you, Matt. I mean

1 that was a very comprehensive answer. I appreciate it.
2 And I understand that it would take investment on the part
3 of the State to support that transition to organic
4 agriculture. And I do think we should be pushing for
5 that. I would actually even propose a more aspirational
6 goal of 30 percent organic ag by whatever the year is I'm
7 blanking, as opposed to the 20 percent. Not that I think
8 it's going to be easy to get there. But just like we are
9 aspirational about many other sectors, I think we need to
10 be as aspirational as possible. You know, aim high and
11 we'll see how far we get there -- or how close we get
12 there, but thank you for your answer. I appreciate the
13 work you've done, so...

14 CHAIR RANDOLPH: All right. Any other comments?

15 BOARD MEMBER FLOREZ: Yeah, just on the -- in the
16 plan itself on dairy -- the entire -- well, let me -- let
17 me start with the LCFS Program and consolidation of
18 dairies. It's a big issue. Obviously, we have advocates
19 here all the time, rightfully so. I mean, they live next
20 to a dairy. I mean, I grew up next to dairies. I
21 understand, you know, Bakersfield used to -- is diluted
22 after Chino closed with a whole bunch of dairies and it's
23 just a big issue bottom line.

24 I guess my question is in our plan, do dairies
25 have to re-increase its -- their consolidation in order to

1 reach any of the goals in the plan? I just want to just
2 ask that.

3 INDUSTRIAL STRATEGIES DIVISION CHIEF BOTILL: No.

4 BOARD MEMBER FLOREZ: No. Okay. So the dairies
5 have to get larger and consolidate in order to truly reach
6 any of the aspects of our plan?

7 INDUSTRIAL STRATEGIES DIVISION CHIEF BOTILL: No,
8 that's --

9 BOARD MEMBER FLOREZ: Okay. Mr. Boccadoro can
10 yesterday and testified that dairies, in fact, are getting
11 smaller and being less. Is that proven at this point in
12 time?

13 INDUSTRIAL STRATEGIES DIVISION CHIEF BOTILL:

14 No, the data that we have is showing that we're
15 losing the total -- the total number of dairies in the
16 state is declining.

17 BOARD MEMBER FLOREZ: Yeah.

18 INDUSTRIAL STRATEGIES DIVISION CHIEF BOTILL: But
19 of the dairies that are still in the state, their herd
20 size is growing. So overall, that means that we're seeing
21 a reduction in dairy cattle in California --

22 BOARD MEMBER FLOREZ: Um-hmm.

23 INDUSTRIAL STRATEGIES DIVISION CHIEF BOTILL:

24 -- of the dairies that do remain are
25 consolidating.

1 BOARD MEMBER FLOREZ: Um-hmm. And the -- the
2 last question is, in terms of the dairies that can
3 participate in our current program, it does seem that you
4 to have at least a thousand cows to make it pencil out.
5 And I think the worry is is that our policies drive, you
6 know, more consolidation. More consolidation drive not
7 only nuisance and whole a bunch of other issues, but it
8 feels -- I mean, if you have 300 cows, at one point in
9 time and it was methane, and even if you were capturing a
10 percentage of that methane, but now all these dairies are
11 a thousand cows or 1,500 cows, the percentage that you're
12 capturing still is going to have some leakage, I assume,
13 or something that we're not capturing, and therefore it
14 doesn't work out that way. Does that work? Is that -- is
15 reflective of kind of what we're doing in our plan? Just
16 trying to get a clear sense of what and how dairies will
17 play into our Scoping Plan generally.

18 INDUSTRIAL STRATEGIES DIVISION CHIEF BOTILL:

19 So --

20 BOARD MEMBER FLOREZ: Thank you, Madam Chair.

21 INDUSTRIAL STRATEGIES DIVISION CHIEF BOTILL:

22 Generally speaking, what we have within the
23 Scoping Plan is an expectation that over time in
24 California, dairies -- the total herd size in California
25 will decrease over time. What we did for our analysis was

1 look at what the existing dairy population is, factor in
2 historical decline rates, assume that that continues going
3 for, look at what the methane emissions from the statewide
4 dairy population would be, and then put -- we did an
5 assessment of the mix of strategies between digesters,
6 alternative manure management practices, or what we call
7 kind of an accelerated herd size reduction strategy
8 would -- would mean for methane emissions statewide. So
9 we're not looking at any specific region or any, you know,
10 specific dairy operation, but statewide.

11 CHAIR RANDOLPH: Okay. Any more questions or --
12 oh, sorry. Board Member De La Torre.

13 BOARD MEMBER DE LA TORRE: Thank you.

14 Again, just a few points. One, on the wildfires,
15 thank you, Dr. Balmes. I've said it before, the fact that
16 we now will have a number that is attached -- and I think
17 this is really, really important. It's important, because
18 it reflects reality, but it's also very important, because
19 it's going to make our job harder going forward.
20 Including that -- those increased emissions in our overall
21 portfolio is going to make our job harder, but again, it
22 reflects reality. And as I've said before, I think we've
23 been cheating up to this point. So we have this massive
24 path to get to 2030 and now we're -- it's going to be even
25 harder, because we're adding this component. Fine. It's

1 what we need to do.

2 Second on ag, regenerative soils. That kind of
3 approach I'm very supportive of. I want to see us push in
4 that direction all the points that you were just making.

5 Third on the cows, it was mentioned yesterday the
6 feed additives that reduce the enteric is something we
7 absolutely need to -- to incorporate into all of our
8 thinking.

9 And then finally on pesticides, I know that
10 that's a little far afield and the Secretary yesterday
11 made a comment about it. We need to do something. If
12 it's in the air, it's ours. That's my -- that's my
13 approach since we were in Shafter for the 617 meeting,
14 which was the first time we weighed in on this issue. We
15 need to weigh in again with a multi-agency process.
16 Obviously respectful of our sibling agencies, particularly
17 DPR, on how we can move ahead. So some kind of a
18 placeholder for a multi-agency process in the Scoping Plan
19 and then we -- we go out and make it happen.

20 So thank you.

21 BOARD MEMBER TAKVORIAN: I just wanted to agree
22 with my colleagues -- where are you Board Member De La
23 Torre and Balmes.

24 BOARD MEMBER DE LA TORRE: Right here.

25 (Laughter)

1 BOARD MEMBER TAKVORIAN: Sorry -- on pesticides.
2 I want to make sure that it's included in the way that
3 they've described, but I also want to see that it's
4 included in the health analysis, because I don't think
5 that it's reflected there.

6 Thank you.

7 VICE CHAIR BERG: Thank you.

8 I also would like to see in healthy soils that
9 we're looking at the endgame, and -- and -- and
10 encouraging reductions, especially in the synthetic
11 fumigants, the pesticides there. So as we're looking at
12 the future, let's not have the Scoping Plan highlight
13 using what we don't want them to use. So that would be my
14 input on the pesticides.

15 CHAIR RANDOLPH: Okay. Any other comments on
16 agriculture or pesticides?

17 Okay. All right. Short-lived climate
18 pollutants. I had -- I also had a placeholder for carbon
19 dioxide removal, separate from CCS, but I feel like we
20 kind of covered that. So I think we're okay there.

21 Short-lived climate pollutants, methane, black
22 carbon, other issues.

23 Board Member Kracov.

24 BOARD MEMBER KRACOV: Thank you, Chair.

25 On short-lived climate pollutants, the plan

1 identifies, the Scoping Plan, a discrete role for
2 renewable natural gas as a transportation source. It's
3 small, it's targeted for hard to decarbonize sectors. And
4 we heard a lot yesterday from the solid waste and
5 recycling industry, the wastewater sanitation agencies
6 that are today investing, you know, hundreds of millions
7 or billions of dollars in anaerobic organic waste
8 recycling funded by ratepayers to meet the SB 1383
9 short-lived climate pollutant CalRecycle goals. This
10 industry is an early adopter and I do hope that in our
11 deliberations, colleagues, on the Scoping Plan -- I'm
12 looking at Board Member Riordan. We visited one of these
13 facilities in Colton and Rialto, the Anaergia facility.

14 But I'm hoping that in our deliberations on the
15 plan, on LCFS pathways, and landfill capture rate, and
16 ACF - so Scoping Plan, LCFS, and ACF - that we recognize
17 and respect in a targeted way the investments that the
18 waste and recycling industry, the wastewater sanitation
19 agencies have made and need to make in the future with
20 regard to these organic recycling mandates.

21 Thank you.

22 DEPUTY EXECUTIVE OFFICER SAHOTA: Thank you,
23 Board Member Kracov for pulling all of those pieces
24 together, because they are all very well intertwined. And
25 there's a couple things here, and I'm going to kick it to

1 Matt in a second. And I want to speak to stranded assets.
2 Stranded assets come up in several of our programs,
3 especially if we think of a rapid transition away from
4 certain technologies today to tomorrow.

5 In order for us to keep getting private
6 investment and interest in the things we want to do, we
7 have to show that we are responsible in a way that doesn't
8 strand those assets or make sure that there's no way to
9 recoup your investment on that up-front capital that
10 you've put in there.

11 So not matter what we do, whether it's in this
12 sector or whether it's going to be in any of the other
13 programs that we have, handling stranded assets is -- and
14 making sure that private investment continues to happen is
15 something that we always think about and keep in the
16 forefront of our mind.

17 Now, this is very specific to trucks and RNG, and
18 what is the state of RNG and what is the ACF Rule look
19 like. So I think both Matt and Craig are going to weigh
20 in here on those pieces, but I wanted to make sure that I
21 reassured you that we absolutely understand that there is
22 an investment here, but we also know that we need to keep
23 making sure that there's trust, that as we move forward,
24 private investment continues to be in their where the
25 public priorities are.

1 DEPUTY EXECUTIVE OFFICER SEGALL: And I guess let
2 me start on the truck side and --

3 INDUSTRIAL STRATEGIES DIVISION CHIEF BOTILL:

4 Maybe let me go first and then we -- yeah.

5 Thanks, Craig. So, you know, appreciate the question.

6 I do want to point out just, you know, the --
7 what's driving this is the State's kind of two primary
8 goals here, both established in 1383 as 75 percent
9 reduction in organics landfill diversion by 2025 target.
10 It's incredibly aggressive that we absolutely need to hit
11 and a methane reduction target that we have in statute.

12 And that organics diversion target that is
13 probably the most effective thing we can do. Hitting that
14 target is one of the most effective things we can do to
15 reduce our methane emissions in California, you know, with
16 the livestock piece as well.

17 So, you know, we've got a suite of policies in
18 the state that have been enacted over the past few years
19 to help get us to that 75 percent diversion target there.
20 There's funding coming from CalRecycle to support organics
21 diversion facilities, there's LCFS supporting the capture
22 of RNG and utilization --

23 BOARD MEMBER KRACOV: The PUC and AB 1440
24 procurement.

25 INDUSTRIAL STRATEGIES DIVISION CHIEF BOTILL:

1 Yeah. There's the 1440 procurement going on in
2 CPUC. So I think the State is there in terms of we know
3 we need to really take action and accelerate progress on
4 those organics diversion targets. And with that, that
5 comes with this ability to stand up facilities like we're
6 hearing from the wastewater treatment agencies on
7 co-digestion, composting facilities. This is very similar
8 to the conversations we're having on the energy side,
9 which is we need a big build-out of that infrastructure to
10 meet those targets and those environmental objectives that
11 we have. It needs to happen quickly.

12 And we've got, as Rajinder mentioned, it's -- you
13 know, the establishment of assets that are creating your
14 energy, your compost, both of which are needed. So we
15 reflected that in the Scoping Plan, that, you know, all of
16 these infrastructure and assets are needed to help meet
17 these targets. For us, it means an opportunity to be able
18 to also look at RNG production from organic waste or from
19 captured gases from landfills. And that RNG, you know, as
20 we talk about the transition we need to make in the energy
21 sector, we're having this conversation today about all of
22 the new energy types that we need to deploy to displace
23 the fossil fuel that we're using now, is opportunity to
24 deploy, whether it's in some of transportation context,
25 whether it's to convert it to hydrogen to use it for, you

1 know, our industrial facilities, whether it's for some
2 sort of electricity. It's an energy source we can deploy.
3 And we need to look at whether the technology endpoints
4 are at -- in the various sectors and target the energy
5 source to the -- to the best end uses.

6 So I think, Craig, if you want to...

7 DEPUTY EXECUTIVE OFFICER SEGALL: Yeah. On the
8 truck side, Board Member Kracov, a couple thoughts. At
9 Matt just outlined, you know, this -- this fuel is
10 valuable and it will continue to be valuable in that
11 sector. The question is really how best to, you know, use
12 it across all these multiple sectors.

13 With regard to the truck fleet, working this
14 through in the Advanced Clean Fleet Rule. And we're in
15 active conversations, including on public fleets, on how
16 do we shape the timing of that, what exemptions are
17 appropriate, how do we handle availability, and so on.

18 In principle, these fleets are great candidates
19 for electrification. They're local. You know, they go
20 right to people's neighborhoods, so they expose them.
21 They're often centrally fueled. The question is timing.
22 A lot of those are older vehicles and may make sense to
23 electrify or phase-out for some of them. You know they're
24 using this fuel. And as the whole economy shifts, that's
25 the conversation about, you know, zero in transport

1 initially, where we know we want to move toward
2 electrification and for good reason.

3 But understanding that there's a valuable asset
4 here, in terms of fuel being produced and it ultimately
5 goes and the timing and pace. So what the regulatory
6 teams are doing that ECMI are working on is trying to
7 figure out appropriate timing and design for those
8 portions of the fleet, understanding the investments
9 they've made, but also understanding the overall arch here
10 that we're walking about.

11 CHAIR RANDOLPH: Okay. Does that address your
12 question, Board Member Kracov?

13 BOARD MEMBER KRACOV: (Nods head)

14 CHAIR RANDOLPH: Okay. Board Member De La Torre.
15 Oh, sorry.

16 BOARD MEMBER DE LA TORRE: HVAC, HVAC, HVAC. As
17 things get hotter, we're going to need more of it. And
18 what we've got is not very good. And so, I mean, as much
19 as we talked about the transformation -- market
20 transformation of transportation, HVAC has to be
21 transformed. And incredibly frustrating to me, a couple
22 weeks ago I spoke at a conference on this issue and had a
23 number of HVAC experts come to me complaining that our
24 friends at another agency have not done the approvals for
25 the standard for the low hydrofluorocarbon HVAC systems

1 that we approved, this Board approved, what was it, two
2 years ago?

3 And we even had to delay that based on that
4 process not being done then. So now it's two years later,
5 or whatever it's been, they're still not done and -- and
6 there's no sign that they're going to be done any time
7 soon, which may mean that it has to come back to us to
8 postpone it again.

9 That cannot happen. We need help from the GO.
10 We need help from somebody in this government outside of
11 us to resolve this. And this goes to the -- to the
12 challenge of a Scoping Plan, or anything we do around
13 here, that involves some of these other agencies that --
14 you know, we can put it in a plan, and then it goes off to
15 this other place, and it gets dragged out.

16 And we absolutely need these reductions by the
17 2030 time frame. Short-lived climate pollutants are so
18 incredibly important. As was said yesterday by a number
19 of people from the public, as I've talked about numerous
20 times about short-lived climate pollutants, not
21 contributing to us getting to that 2020 target.

22 So HVAC is absolutely at the top of my list in
23 this sector. We've talked about methane numerous times,
24 so I'm not touching on that. Black carbon, you know,
25 we've done stuff in that space to reduce fires, burning --

1 ag burning, et cetera, et cetera et, cetera. It could
2 help if we could do something with the tire burning in
3 Baja, California. That would be helpful, so maybe we can
4 work with our colleagues south of the border on that
5 space.

6 Thank you.

7 CHAIR RANDOLPH: Dr. Sperling.

8 BOARD MEMBER SPERLING: The issue about the
9 trucks using the methane at sanitation districts and
10 places like that where the methane is being produced, we
11 have a situation where we have a policy in place, the LCFS
12 that strongly -- that directs these gases towards the
13 transportation sector, and we don't have -- it's not a
14 balanced policy framework we have. You know, we say that
15 the gases should be used in their -- in their best use,
16 which would be -- and to some extent an industry where
17 there aren't good alternatives, but we don't have any
18 policies to support that.

19 So it's kind of a quandary, you know -- well,
20 actually we need to develop the policies on the -- from
21 the industrial sector, you know, to create a similar price
22 signal for that. But at the same time, I think that the
23 premise that we're working on is more of a
24 performance-based cost-effective approach. And if -- we
25 should create the mechanisms, so that if it makes sense

1 where these trucks that are located at these sanitation
2 districts to put it in their trucks, it makes sense to me
3 that we shouldn't be so direct about it as to say, no, you
4 can't do that.

5 So, you know, generally, you know, the ACT and
6 ACF are exact -- you know, are exactly the right things to
7 do, but we do need to be a little flexible, you know, as a
8 few members have said.

9 So that's, you know -- so, yeah.

10 CHAIR RANDOLPH: Okay. All right. So those are
11 kind of the specific topics.

12 So now, it's kind of -- I think, folks, this is a
13 good time to talk about kind of overriding questions,
14 considerations, thoughts.

15 I'm going to kick it off with two points. First,
16 I think the concern about being more clear and explaining
17 more about where we are in our path to 2030 is very
18 important. I think that needs to be significantly beefed
19 up in the -- in the plan. There needs to be more
20 discussion about that. And along those lines, I think the
21 challenge we have is folks don't quite understand where we
22 are towards 2030, because we don't have -- as we were
23 talking about earlier, we don't have a lot of easily
24 accessible information about the status of our different
25 programs and sort of any way to kind of trigger a

1 conversation about, oh, are we -- are we on track or are
2 we off track?

3 We have targets, but not sort of specific metrics
4 or interim kind of touchpoints. And so I think that's a
5 really important thing we need to be thinking about with
6 the Scoping Plan generally. Are there ways that we can
7 insert some specific -- in each area that we're
8 discussing, insert specific metrics, or touchpoints, or
9 milestones that can be part of that interim time between
10 each five-year update, which -- so that people can have a
11 better understanding of where we are and any micro
12 adjustments we need to make that are more short term than
13 the five years. So I think it's really important to
14 improve that section and give some thought to what are
15 ways we can better reflect out our -- our progress.

16 Any other comments or questions?

17 Board Member Kracov.

18 BOARD MEMBER KRACOV: Yeah. Let me just step
19 back for a second. I guess we're in the, you know,
20 overall, and the miscellaneous section. So I do want to
21 compliment staff. You know, the draft really is quite an
22 accomplishment. You know, the list of measures, I think
23 it's page 58 to 63, really is astonishing, truly. But it
24 also demonstrates the getting to neutrality in 2045 is
25 really difficult and I imagine, you know, you folks, the

1 modelers, the EJAC up at night, you know, staring at
2 computer screens with cups of coffee, you know, trying to
3 make the whole thing pencil out.

4 But, you know, in Hawaii in May at the Mauna Loa
5 station, they saw 421 parts per million of carbon CO2,
6 which is I think the highest it's been in millions of
7 years. And there was study last week in the Lancet, which
8 concluded that air pollution cause one of six deaths
9 worldwide in 2019, and the global deaths increased because
10 of air and chemical pollution 66 percent over the past two
11 decades.

12 You know, so I wouldn't want to be anywhere else
13 today than with all of you, you know. And I want to thank
14 all the stakeholders yesterday, all the participants.
15 It's going to take all of us to tackle these challenges.
16 So I did want to acknowledge staff's incredible work on
17 this. Thank you so much.

18 On the miscellaneous file, and I spoken to
19 Rajinder Sahota about this, Appendix D, the local actions,
20 there's some stakeholder comments in the -- in the docket.
21 You know, the role of CEQA, the California Environmental
22 Quality Act is really critical to local decision-making
23 and the permitting which we all know is so important, in
24 which the Secretary emphasized yesterday.

25 And Appendix D, which is the local actions, is

1 important because it gives the advice, the practical,
2 workable guidance to the local jurisdictions on how
3 they're supposed to take this Scoping Plan and apply it at
4 the local level. I'd like staff to consider the role of
5 some more uniform brighter line standards that's going to
6 give certainty to the parties in these permitting
7 decisions.

8 For climate change, you know, having a patchwork
9 of local significant thresholds, some qualitative, some
10 quantitative, all different for every jurisdiction, I
11 don't know, is that really going to get us to where we
12 need to be with regard to our climate investments, for
13 example, for transportation demand reductions.

14 I think giving a little more certainty will also
15 help the staff give a more balanced portrayal of CEQA.
16 The appendix sites to the outcome of the Newhall and
17 Centennial projects in Southern California as models. But
18 the staff knows those were hard fought CEQA cases. In San
19 Diego, Kern, judges of all political stripes, the
20 California Supreme court, down to the trial courts have
21 upheld the role of CEQA in combating climate change.
22 Exhibit D should acknowledge that.

23 And, you know, we need to consult perhaps with
24 the Office of Planning and Research on the role of the
25 CEQA guidelines. There's just too much uncertainty out

1 there about how to analyze GHG impacts. And I think we
2 should consider beefing up Appendix D to help resolve
3 that.

4 Thank you, Chair.

5 CHAIR RANDOLPH: Could you --

6 DEPUTY EXECUTIVE OFFICER SAHOTA: So on Appendix
7 D, Craig and I can work together and we'll reach out to
8 OPR on that on what more we can do to give some kind of
9 uniform guidance related to things like the CEQA
10 thresholds. But I think it's important for us to also
11 focus on areas that are within the jurisdiction of the
12 local planning regions for that table, so that they have
13 clarity on where they absolutely have full discretion to
14 take action and they can be part of the entire story on
15 addressing climate in the state of California.

16 We can probably give some directional guidance on
17 some of the other pieces like EV charging stations support
18 goals for the ZEV Executive Order and those kinds of
19 things. Not that you must put in a thousand EV chargers
20 in the next two years, but I think there -- there's a mix
21 here that we can do that can help on that -- on that side.

22 CHAIR RANDOLPH: Board Member Riordan.

23 BOARD MEMBER RIORDAN: Thank you, Madam Chair. I
24 just wanted to express my appreciation for all the work
25 staff has done and will do in the future for taking these

1 refinements that some of us have asked for and making them
2 a part of the final Scoping Plan.

3 The overarching item that I'd like to just
4 underscore is what might be successful in a more urbanized
5 area is not necessarily going to be as easy to effect in a
6 rural. And coming from those rural areas, I just would
7 like you to kind of keep that in mind that maybe there
8 would be some opportunities that you could identify for
9 those rural areas, and we're talking about people who live
10 very far from maybe electric stations where they can
11 charge, or just the whole issue of mass transit. That's
12 just impossible in some of my areas but -- that I
13 represent.

14 So we've got to think of -- we've got to be kind
15 of clever about how we kind of nuance some of the
16 opportunities that more rural California can access and be
17 successful in controlling greenhouse gases.

18 Thank you.

19 CHAIR RANDOLPH: Thank you.

20 Board Member De La Torre is next.

21 BOARD MEMBER DE LA TORRE: Just one thing. It's
22 kind of an assignment to staff, as we were thinking the
23 Scoping Plan, because it is broad and this piggybacks on
24 Board Member Hurt's comments. We need to be a
25 clearinghouse in as many of the -- of the sectors as we

1 can be. So kind of give ourselves an assignment of being
2 a hub for best practices out there across sectors and
3 wherever it makes sense, and to our communications team,
4 really hype that that stuff is there, so that whether
5 you're local government, whether you in a rural area,
6 whether you're -- you know, whatever. If you're
7 interested in these things, these are the -- without
8 endorsing specific companies, technologies, whatever, this
9 is the stuff that works.

10 We know what works. We're doing all the analysis
11 all the time. So it's -- I call it teaching to the test.
12 So we know what works. Let's put that information out
13 there to the general public, be more user/consumer
14 friendly in all aspects of that.

15 Thank you.

16 CHAIR RANDOLPH: Dr. Balmes.

17 BOARD MEMBER BALMES: Thank you.

18 And I want to start off by praising a
19 particular action of the staff. And as people know, I was
20 concerned that we would not work well with EJAC this
21 year -- or this time. And I'm sure EJAC will say they
22 didn't get everything they wanted. I know they would say
23 that. But I appreciate Rajinder and Chanell trying to
24 work better with EJAC this time around. And I think
25 yesterday's presentation showed that there's benefits for

1 engaging EJAC. I know it's hard on both sides, both for
2 staff and for EJAC, but yesterday's presentation was
3 impressive -- long, but impressive, and very thoughtful.
4 And I appreciate both sides of that interaction this time
5 around, and I just hope we can do better next time.

6 And the other sort of elephant in the room that
7 we haven't talked about is the public health analysis.
8 Okay. I wouldn't let you forget. I'm the public health
9 member. And, you know, a lot of people have thrown the
10 Research Division under the bus, including me, in terms of
11 not doing a comprehensive of enough health benefits
12 analysis, but I would just acknowledge, like I did Matt,
13 about the national -- natural and working lands, that
14 this -- this time we did way better than previous times.
15 And I think we can only do better next time. And I think
16 we should probably start tomorrow, in terms of a
17 comprehensive health analysis, to get to the level of
18 geographic detail that the environmental justice
19 community -- not just, EJAC but the environmental justice
20 and public health communities at large are asking for, to
21 show how our climate change mitigation policies do benefit
22 the health of all communities, including the most
23 disproportionately burdened communities.

24 And I pledge to work with the Research Division
25 on that. And I think, you know, it may behoove us to get

1 some outside help, so it's not just falling -- I know -- I
2 know that we worked with CDPH and OEHHA, but we might need
3 to, you know, get some contractors who can really put a
4 lot of time and energy into the data crunching and
5 modeling that we need. But overall, it's -- I want to
6 commend staff for an improvement.

7 And -- yeah, I don't have to -- to go on and on
8 about this. I think we can do better in terms of
9 continuing to work with EJAC, continuing to work on our
10 public health benefits analysis. But again, I'm happy
11 with progress. Thank you.

12 CHAIR RANDOLPH: Dr. Sperling.

13 BOARD MEMBER SPERLING: On the subject of
14 metrics, I had a thought and I'm not necessarily
15 advocating it, but economics. You know, we talk --
16 everyone -- a lot of discussion about the State should
17 invest in this and invest in that. What that means is,
18 you know, spending a lot of public money on things. And I
19 wonder to what extent, as a metric, how do we monitor the
20 cost effectiveness, defined broadly. There's a section in
21 the executive summary on cost effectiveness.

22 But I think we want to be thinking about which of
23 these investments and which of these goals are going to
24 get the most bang for the buck. You know, we're not --
25 yes we're going to net zero, but some things are going to

1 be a lot more expensive than others. And maybe, you know,
2 we do not want to destroy the economy of California,
3 right? And so somewhere -- somehow, and I don't know --
4 I'd actually be interested in what the staff thinks about
5 this.

6 DEPUTY EXECUTIVE OFFICER SAHOTA: So, Dr.
7 Sperling, as part of the AB 197 analyses, we actually do
8 cost per ton by action in the Scoping Plan, whether it's
9 deployment of zero-emission vehicles, whether it's
10 deployment of appliances, et cetera, so you can see the
11 relative cost per ton between the different actions in
12 there.

13 As part of our rulemakings, we also do a cost
14 effective analysis and so there's more detail that shows
15 up in the individual rulemakings, when look at the
16 ambition, the types of technologies, the options, the
17 flexibility. And as part of their job over at the
18 Legislature, the Legislature can also mandate certain
19 things to happen at a certain rate that we then implement.

20 And so we can bring all of this information
21 together. And we try to as part of the Scoping Plan as
22 the rulemaking, and on the incentives side as part of the
23 reporting out from the spending of the GGRF monies, we
24 have that information today, but then we have priorities
25 that are beyond just cost per ton per GHGs. There are

1 some things that are going to be more expensive in the
2 early years, because you're still piloting and scaling the
3 technology. So I think then you start to get into these
4 questions -- like that number doesn't represent the full
5 story.

6 BOARD MEMBER SPERLING: Yeah. And for the
7 reasons you just said is why I was cautious about it. You
8 know, we call them co-benefits. There's near-term,
9 long-term. It's really com -- complicated and I'd hate
10 to, you know, have everything ranked on -- you know, in a
11 list. I think that would not be helpful, but at the same
12 time, you know, having some kind of transparency is a good
13 idea. So I leave it to you to figure that out.

14 CHAIR RANDOLPH: Board Member Hurt.

15 BOARD MEMBER HURT: So I want to start off by
16 thanking the EJAC members, their long hard work to keep
17 the lived experiences of the communities in the forefront.
18 I want to definitely give a shout-out to all of you. And
19 I want to remind folks that we're all in this fight
20 together in surviving this climate crisis. And I really
21 want our words around equity and being together in this
22 climate challenge to be more than just theories. I want
23 us to really understand practically what's happening. And
24 so I have to uplift the metrics piece more and more about
25 income, and race, and ethnicity, and making sure that

1 whether it's a dashboard, we really are being clear about
2 the trade-offs and who is being harmed or who is going to
3 have a harder time to get through these years ahead.

4 I -- I think there's a lot of great opportunities
5 in diversity of our experiences and our thoughts, and I
6 don't want us to lose that. I want to thank the staff.
7 You know, you all have worked really hard to bring a
8 viable plan forward. And so I thank each and every one of
9 you. I know there's also been countless hours and I know
10 I took up Rajinder's time quite a bit with a ton of
11 meetings, but I appreciate it all.

12 And so my comments are really in gratitude to
13 your work, but also challenging us to be better and go
14 farther in our policies. And I also want to thank the
15 public commenters for traveling from all over the state.
16 I heard your passion yesterday. I hear it today. And
17 it's what's leading me in my comments and how I'll
18 eventually vote or -- and review the items before us.

19 Clearly, people are suggesting different paces to
20 meet the goal and in different means. And this is what's
21 really hard for all of us. But I think as a baseline, I'm
22 hopeful that the Scoping Plan will give something to
23 everybody. And it clearly tells us that we need to be
24 aggressive and ambitious, and I think we need to do that
25 more. We need to thread the needle, so that the very

1 people we're trying to improve in health and clean air, we
2 are also not harming them in job loss and economic
3 vitality and preventing the creation of generational
4 wealth to truly pull families out of poverty.

5 And I think about this transformation that Hector
6 De La Torre -- Board Member De La Torre spoke about, how
7 transformative this is and who is going to be left behind.
8 I -- I'm worried. I am really worried, especially when I
9 see the state of things now. And I want to point us to,
10 in that draft Executive Summary, where we state that an
11 important part of our equity consideration is ensuring
12 that we do not add further harm to overburdened
13 communities. But I'd like for us to reframe the language
14 to say how do we increase benefit and opportunities in
15 those communities that have carried the burden of all of
16 our consumption, especially around fossil fuels.

17 And I think everything when it comes to equity, I
18 think we need to talk about how do we repair just the
19 legacy of the disparity racially in this space. We know
20 where future plants are going to go. We know what
21 communities have really bore the brunt. And we cannot
22 repeat those mistakes those past mistakes. We're in this
23 together and if we are, then we need to figure out across
24 the Board how to be equitable.

25 And so I'm looking for that with all the comments

1 that have been made by my colleagues in the new, or at
2 least improved, Scoping Plan draft.

3 Thank you.

4 CHAIR RANDOLPH: Okay. Board Member Takvorian,
5 be Senator Florez, and then Vice Chair Berg.

6 BOARD MEMBER TAKVORIAN: Thank you. Well, many
7 of you have said a lot of what I wanted to say, so I want
8 to just make a couple of points. And that is -- I know
9 we're going to talk about public health in a minute,
10 right? Is that what you said?

11 CHAIR RANDOLPH: Go. Do it now.

12 BOARD MEMBER TAKVORIAN: Oh. Okay. Okay. Well,
13 I guess it -- putting it all together, I feel like you've
14 given us, staff -- I really appreciate again all the hard
15 work that folks have done. And I think we've all digested
16 the scenarios that came before the proposed scenario. And
17 you've helped us to really understand that. So now that
18 we've said all that we've said, I feel like it's going to
19 be really important for us to see the difference between
20 where we are now with that proposed scenario and how you
21 integrate a lot of our suggestions into a new scenario
22 basically.

23 And so I'd really like to be sure that we're
24 seeing that, because I think if it's kind of -- you know,
25 not track changes, whatever, if it's not hidden, but it's

1 inside all -- the existing scenario, it's going to be hard
2 to see, like what are the differences. So I know that
3 there was that early chart with Alternative 1, 2 --
4 Scenario 1, 2, 3. I just think there's got to be another
5 one. And maybe there's another one after that of, you
6 know, you pull together what we've said it turns into this
7 other scenario. And then you've got another suggestion,
8 because maybe some of those things don't work from your
9 perspective. I just feel like we need to see it really
10 clearly. So that's one suggestion.

11 The other is that -- you reference the EJAC
12 recommendations and the fact that they are referenced, but
13 it isn't clear to me where they are and where they aren't.
14 So that's another piece that I would like to see
15 specifically on the measures that you talk about, because
16 I think that's part of how we lift up equity and how we
17 lift up the benefits that were just referenced. So I
18 would like to see that along on the dashboard, I think
19 that you're talking about. The dashboard is about
20 emission reductions, but it's also about the benefits that
21 we're bringing to our community. So I'd like to see that
22 included there.

23 And then getting to health, if I understand it
24 correctly, and Dr. Balmes will correct me if I'm wrong, we
25 have modeled the bene -- the health benefits of the

1 scenario that we have put forward and not the health
2 benefits of some of the recommendations that we have made,
3 that have been made by the public, that have been made by
4 EJAC. So I think we need to see those described in terms
5 of lives saved, illnesses avoided, all of the metrics --
6 all of the criteria that you -- that you have.

7 So I -- I don't know how you'll do that, because
8 it's a lot. We've made a lot of suggestions for the
9 changes that will be made, but we really do need to see
10 the health benefits -- the improved health benefits,
11 assuming they are improved from the suggestions that we've
12 made. So I guess that goes along with the next scenario.
13 Does that make sense?

14 CHAIR RANDOLPH: Yes, but I'm not sure that that
15 is feasible in the sense of the health -- the public
16 health analysis that we've already done.

17 DEPUTY EXECUTIVE OFFICER SAHOTA: So for the --
18 for the four scenarios that we looked at, we've done the
19 health analysis the same for all four of those, and
20 that -- that exists right now. It's in one of the
21 appendices, so you can compare all four.

22 If we make any changes that are modeling changes,
23 we would have to redo the economic modeling. We'd have to
24 redo the health modeling to see how that looks. And I
25 guess this gets back to I've heard a lot of like clarify,

1 add additional kinds of information like on the income
2 brackets and the impacts to household. We can do that,
3 but that's not really changing the scenario. It's adding
4 more information in.

5 There's some things that you asked for, Board
6 Member Takvorian, that both Craig and I have information
7 on that we can pull together, but that also doesn't
8 necessitate having to model something different right now.
9 And so I think we probably need some clarity maybe from
10 you all what is the modeling change versus what is add
11 more information, and maybe more textual information.

12 CHAIR RANDOLPH: And I'm going to respond to that
13 with a question, which is some -- my understanding is that
14 there's -- there's sort of the overall modeling, but then
15 there's various sensitivities that might provide more
16 information like, for instance, around VMT or things like
17 that. So to the extent that we can use the existing
18 information we have in the sensitivity to answer some of
19 these questions, does that kind of help get to Board
20 Member Takvorian's point, which is, right, like if we
21 tweak a sensitivity around investments in mass transit or
22 something like that, can you articulate that as sort of
23 a -- you know, in the draft as kind of a tweak to the
24 scenario. Does that make sense?

25 DEPUTY EXECUTIVE OFFICER SAHOTA: So whether it's

1 VMT, with it's single passenger vehicles, or mass transit,
2 we can figure out, between both Craig and I, what the fuel
3 difference might be. We can take that fuel difference,
4 look at the existing data that we have from the modeling
5 of the scenarios and scale something to say if we're able
6 to move this many people into transit, then we would be
7 able to have this additional benefit. Is that an
8 additional piece of information or are we changing VMT?
9 Are we changing something in the modeling, the core
10 modeling?

11 So I think that's -- that's where we're trying to
12 find some clarity here. We can add this as an
13 informational piece, but are we looking to -- what
14 specific changes are we looking to make in that table?

15 CHAIR RANDOLPH: But I guess if we identify data
16 that would -- where you could identify a change in
17 outcome -- it doesn't necessarily have to be a huge
18 change, but then -- then you could be able to say -- and
19 this is something that could be presented --

20 DEPUTY EXECUTIVE OFFICER SAHOTA: Yes.

21 CHAIR RANDOLPH: -- in the draft --

22 DEPUTY EXECUTIVE OFFICER SAHOTA: Yes. Yes.

23 CHAIR RANDOLPH: -- I mean, in the -- in the
24 final, right? You know, if you, Board, if you make this
25 tweak, you will see this benefit. And we can say, yes,

1 let's do that. If you make this change, we can see this
2 benefit. We can -- you know, do you understand what I'm
3 saying there?

4 DEPUTY EXECUTIVE OFFICER SAHOTA: So we can do
5 this, because I think what we'll, because I think what
6 we'll do is we have to have a series of workshops over the
7 summer. We can add some of this into those workshops and
8 then maybe we can have some briefings with you all to
9 figure out what are the final changes, because when come
10 back to the board in November, it's with the final plan.

11 CHAIR RANDOLPH: Right. So -- so between now and
12 then, we have a joint meeting with the EJAC.

13 DEPUTY EXECUTIVE OFFICER SAHOTA: Um-hmm.

14 CHAIR RANDOLPH: So that might be a good
15 opportunity --

16 DEPUTY EXECUTIVE OFFICER SAHOTA: Absolutely.

17 CHAIR RANDOLPH: -- to present specific --

18 DEPUTY EXECUTIVE OFFICER SAHOTA: Okay. That
19 works.

20 CHAIR RANDOLPH: -- that you've -- that we've
21 heard over the summer, that you've -- ideas that you've
22 had and that would be a way to do that.

23 I mean --

24 BOARD MEMBER FLOREZ: Okay. I'm just going to
25 add to what Diane. It's following your comment. And so

1 when we -- when we started this today, there was a little
2 bit of debate, I even think amongst Board members and the
3 Chair said let's go through this by segment and sector. I
4 had an idea about starting with process yesterday. And so
5 now we end with process. I mean, this is kind of where
6 we're going. So I think my thought to the staff through
7 the Chair is I think what you're hearing, and I may be
8 with, but I'm -- I think we're asking for maximum
9 flexibility within an eye towards change.

10 And I think what I'm hearing, at least in your
11 explanation is, we can dabble around the edges, but we may
12 not be able to incorporate what might have been major
13 suggestions and changes. So I think it speaks to your --
14 to you work that there wasn't this massive revolt up here
15 by some members that said this really is horrible. I
16 think what we're asking for -- I would just say what I'm
17 asking for. I'm asking -- I would ask, from what you've
18 heard today, to look at the EJ plan again, and
19 understanding what everyone has said here, to see if
20 there's something in the model itself to reflect on. And
21 to the Chair's point when EJ and others gather for this,
22 see if we can make some progress based on that.

23 I mean, that would be my preference. I don't
24 know how other Board members feel, but I mean obviously
25 I'm an EJ rep, so I think I have a bit of a -- of an edge

1 on what I'd like to see.

2 And then the second point is the original
3 question I wanted to have yesterday was -- and now today
4 is the process. And I think the Chair has laid out a
5 process of some checking in. I don't know is the
6 close-off period for EJ and everyone officially midnight
7 tonight? Is that the way it works? So in other words,
8 there's no -- I mean, even if Martha Argüello, who's
9 sitting out there says, hey, actually, there's some good
10 points here, I want to resubmit, is that now not an
11 opportunity after midnight tonight on is this a continual
12 conversation? I think that's --

13 CHAIR RANDOLPH: I can clarify that and staff can
14 add if I get this wrong -- or correct me if I get this
15 wrong. That is the deadline for the CEQA environmental
16 review that accompanied the draft plan.

17 BOARD MEMBER FLOREZ: The draft, okay.

18 CHAIR RANDOLPH: So the plan itself, and the --
19 some of the conversation around these policies and what we
20 want to see, that will continue over the summer. We will
21 be able to get input and make changes.

22 I think -- I think we need to be clear about sort
23 of what -- what tweaks or changes in the modeling we need
24 to see. And I think we've made pretty clear, you know,
25 there's -- there's some things that we have identified.

1 So we want to make sure that we're giving enough guidance
2 to staff that they know the work that they're supposed to
3 do between now and the end of the summer and the -- and
4 that is accompanied with the public workshops and
5 listening sessions we're going to have --

6 DEPUTY EXECUTIVE OFFICER SAHOTA: Right.

7 CHAIR RANDOLPH: -- so they'll get more feedback.
8 And I think we can discuss some of that feedback in the
9 joint meeting and kind of see -- see where we are. I
10 agree, you know, at the end of the day, we're going to be
11 voting on the final plan. And as we have the conversation
12 in the -- with -- in the joint meeting, if there are
13 things where we might have questions or suggestions, you
14 know, that can be a substantive conversation, but if we're
15 any kind of fundamental changes that would require
16 fundamental new analysis, we need to highlight now.

17 And I think folks, to your point, Senator Florez,
18 it pretty much highlighted the key things that they are
19 interested in seeing.

20 BOARD MEMBER TAKVORIAN: Well, I guess I'm not
21 completely clear. I'm sorry. I guess I feel like, well,
22 I don't think we have -- I mean, we obviously don't have
23 complete agreement on what VMT goals should be there. So
24 if we're looking at it being modeled at VMT per capita at
25 reduced 25 percent below 2019 by 2030 and 30 percent by

1 2035, I want to see that model. And so I understand
2 that's another discussion. We're not -- as far as I was
3 concerned we didn't end that conversation here. We wanted
4 more information.

5 The same thing on heavy-duty, we're ask -- I
6 think that it's a good request to say we want to look at a
7 different metric than the one that's in Alternative 3,
8 which is a hundred percent heavy-duty sales are ZEV by
9 2040. I'd like to see that by 2035, so -- and some have
10 asked for 2030.

11 So, you know, I want to get clear on what are we
12 asking for to look at in that. I'm clear on what I would
13 like to see. That doesn't mean I think that's what will
14 go in the final Scoping Plan. It what's we need to look
15 at to see what it looks like altogether.

16 CHAIR RANDOLPH: Okay. So those two, are those
17 things that would need to be remodeled or are those things
18 where we have the sensitivities that would help us?

19 DEPUTY EXECUTIVE OFFICER SAHOTA: So we
20 Definitely have the VMT 25 percent by 2030 and the 30
21 percent by 2035 in Alternative 1. We have that modeling.

22 CHAIR RANDOLPH: So you can identify how it would
23 affect Alternative 3 --

24 DEPUTY EXECUTIVE OFFICER SAHOTA: That's right.
25 We can pull it out and share what that change would be.

1 BOARD MEMBER TAKVORIAN: Okay.

2 CHAIR RANDOLPH: -- or what we call the preferred
3 alternative and no longer Alternative 3.

4 Okay. Anything else?

5 BOARD MEMBER TAKVORIAN: But you also had the --
6 the Cash for Clunkers in Alternative 1, which really
7 changed that. So it's not all of Alternative 1. I mean
8 that's why I'm saying I think it's a different
9 alternative, because it's not all Alternative 1 and it's
10 not all Alternative 3. So that's why I thought it needed
11 to be in a different column. If you don't want to call it
12 another scenario, that's fine, but it just would call out
13 what those changes are and what they add up to.

14 CHAIR RANDOLPH: Right. That makes sense to me.
15 Okay.

16 DEPUTY EXECUTIVE OFFICER SAHOTA: I have a
17 suggestion. You know how we did the oil and gas
18 sensitivity and refinery sensitivity on the proposed
19 scenario. We can add another section that talks about a
20 sensitivity on VMT changes per Board Member Takvorian's
21 suggestion here, if you all agree. And then also on an
22 analysis of that Cash for Clunkers transit versus that --
23 that money going to Clunkers -- Cash for Clunkers or going
24 towards transit. So we can do that right up in there as
25 well as a sensitivity on the preferred plan.

1 CHAIR RANDOLPH: And you can clearly illustrate
2 it as -- as that, right?

3 DEPUTY EXECUTIVE OFFICER SAHOTA: So it would be
4 a discussion with some data in it, but it doesn't change
5 the overall scenario.

6 CHAIR RANDOLPH: Yes, but I guess to what Board
7 Member Takvorian is getting to, and maybe this is a
8 conversation with the whole Board, is, you know, she's
9 basically saying, I want these changes to be on the table
10 for potential inclusion into the final. And so my
11 question to you is do we need to kind of, as Board, now
12 say up or down on those, you know, from a consensus
13 standpoint or would it make more sense to have you present
14 it as part of the preparation for the joint meeting with
15 EJAC and then we can kind of have -- provide that guidance
16 at the joint meetings? What -- do you have a preference?

17 DEPUTY EXECUTIVE OFFICER SAHOTA: I think from
18 the staff perspective --

19 CHAIR RANDOLPH: Yeah.

20 DEPUTY EXECUTIVE OFFICER SAHOTA: -- it would be
21 helpful for us to have that time --

22 CHAIR RANDOLPH: Okay.

23 DEPUTY EXECUTIVE OFFICER SAHOTA: -- for the
24 September 1 joint meeting between the Board and the
25 Environmental Justice Advisory Committee. And that way we

1 can share what we find and hear back from you all.

2 CHAIR RANDOLPH: Perfect. And that helps us,
3 because then we know what we're really comparing and what
4 the -- what the costs are. Right. Okay. Great.

5 BOARD MEMBER TAKVORIAN: (Inaudible)

6 CHAIR RANDOLPH: Well, I think one of the
7 questions we have -- I guess what I would say is my hope
8 would be that we could cover that in the joint meeting,
9 because my concern is that another September -- adding
10 this as an agenda item in the September meeting might be a
11 bridge too far, but we can keep that on the table as a
12 potential, given, you know, sort of the workload we have
13 at the end of the year.

14 BOARD MEMBER FLOREZ: There's -- there are notes
15 prior to this decision, as Diane just said, if we were,
16 you know, to have additional time. You're going to --
17 we're going to look at that as we go.

18 CHAIR RANDOLPH: Right. So we will have public
19 workshops.

20 BOARD MEMBER FLOREZ: Yes.

21 CHAIR RANDOLPH: We will have the listening
22 sessions with the public.

23 BOARD MEMBER FLOREZ: Okay.

24 CHAIR RANDOLPH: We will have the joint EJAC
25 Board meeting.

1 BOARD MEMBER FLOREZ: Okay.

2 CHAIR RANDOLPH: And then there could be
3 potential to add the Scoping plan as an agenda item to an
4 existing meeting in September.

5 BOARD MEMBER FLOREZ: Okay.

6 CHAIR RANDOLPH: Turn that into a two-day
7 meeting.

8 BOARD MEMBER FLOREZ: Okay. Thank you.

9 CHAIR RANDOLPH: And we would have other agenda
10 items as well.

11 BOARD MEMBER SPERLING: Just to be clear, what
12 we're asking for is a sensitivity analysis, right, or are
13 we talking about changing --

14 CHAIR RANDOLPH: No. We're asking for a
15 sensitivity analysis. And then the question would be
16 is -- would we direct staff to say in the final plan
17 include that as part of the final scenario, correct?

18 DEPUTY EXECUTIVE OFFICER SAHOTA: That's correct.
19 And I want to clear, if we wait till September to -- we
20 can -- we can manage this, but we won't be able to use the
21 full suite of tools to do the economic and health
22 analysis. At that point, we would be using or -- or we
23 would do the work behind the scenes based on other data to
24 calculate the final changes for final plan, if we make
25 this changes for the VMT. And it's fine, I just want to

1 make sure I'm clear about the tools we have.

2 CHAIR RANDOLPH: Right. And we wouldn't
3 necessarily -- yeah, you're -- we wouldn't be rerunning
4 every analysis that we did.

5 BOARD MEMBER FLOREZ: Yeah, I think it -- maybe
6 as you do that, and I know you all are responsible for it,
7 just think of a broader brush and a very thin brush as you
8 go over this one more time. I mean that's -- I think what
9 you're hearing from the Board is stretch, if you can. And
10 you will. I know you will. I mean we're all kind of
11 working towards the right goals, but just one more look
12 and one more hard view of it with a broader brush I think
13 is what we're trying to capture.

14 CHAIR RANDOLPH: Okay. Vice Chair Berg.

15 VICE CHAIR BERG: Thank you. I apologize, but on
16 natural and working lands, I did -- I had it marked and I
17 did not bring up our involvement with our tribal -- our
18 tribal neighbors and you were going to do that too.

19 BOARD MEMBER BALMES: Yep.

20 VICE CHAIR BERG: So I apologize, it was not an
21 oversight. My brain is tired and I really appreciate my
22 notes here from the EJAC and I had it marked. So my only
23 comment in that, which is an important one truly, is I
24 think we have a real opportunity from our EJAC
25 representative to be able to embrace and engage. And I

1 would really encourage that.

2 DEPUTY EXECUTIVE OFFICER SAHOTA: Thanks for
3 that. And I would like just to make sure that we're being
4 transparent for Matt Botill to talk about how we did
5 engage on this, but what we can do more moving forward
6 over the summer.

7 VICE CHAIR BERG: Yes.

8 DEPUTY EXECUTIVE OFFICER SAHOTA: So, Matt.

9 BOARD MEMBER BALMES: If I -- if I could add to
10 this. And I did mean to bring it up, so thank you, Vice
11 Chair Berg. I was quite impressed and moved by the EJAC
12 representative from the Hoopa Tribe. I haven't worked
13 with Hoopa -- the Hoopa, but I've worked with the Yurok.
14 And, in fact, Richard Corey I think did a great job in
15 responding to my concerns about diesel generator next --
16 dirty diesel generator next to a school and when there
17 wasn't PG&E distributed power to that school. And I've,
18 you know, worked all over the world in, you know, low
19 resourced communities and I was blown away with the
20 situation in the Yurok village that I went to.

21 But where I think we can engage respectfully with
22 the sovereign tribes, especially the Yurok and the Hoopa
23 that have a long experience with wildfire and cultural
24 burning, not that they're the only tribes that do that,
25 but I think in terms of forest management, we should

1 embrace -- we should ask our sister agencies that are
2 involved with forest management to embrace a genuine
3 partnership with the sovereign tribes that know a lot
4 about this. You know, they were managing the forests for
5 a long time, a lot better than we do.

6 And, you know, the -- I think it's the Hoopa
7 actually have a training program for forest wildfire --
8 wildland firefighters with regard to prescribed burns.
9 You know, my own doctoral student who was a wildland
10 firefighter took that training. So I think it's -- that's
11 a specific area where we could learn a lot. It could be
12 mutually beneficial and we could show the respect that I
13 think they're entitled to. So thank you, Sandy, for
14 bringing that up.

15 VICE CHAIR BERG: Well, thank you, Dr. Balmes.
16 And it just really resonated with me that we are missing
17 the how-to, and we -- it really seemed to open the door of
18 opportunity, as you said Rajinder, for let's start and go
19 forward in a much more vigilant way. So I appreciate you
20 letting me bring that up.

21 And my final closing thoughts are really round
22 Chapter 5 and challenge accepted. I love the title of
23 that. Some day I hope you'll share with us how that title
24 came about, but it's really what we're looking at here.

25 And my last thought on EJAC is there's a lot of

1 categories within that chapter that talk about things that
2 are -- are applied to the EJAC, but not a lot of
3 connecting benefits. And so maybe that's an area when we
4 look at challenge accepted, more details and more
5 connecting ideas on -- on how the plan is benefiting. And
6 maybe it connects more also to their -- their individual
7 recommendations.

8 My other thought is under challenge accepted, oh,
9 by the way, this is the easy part here. If you think
10 yesterday's meeting was tough or that writing this plan --
11 which by the way, I think you guys are rock stars. If you
12 look at the difference between 2017 and 2022, it is
13 remarkable. And I really do want to lift that up.

14 But this was the easy part. It is about
15 implementation and execution. And so many of the ideas
16 that came from EJAC are also about implementation. And so
17 we have to have a mechanism to be able to bring those and
18 consider those as we're moving forward. And I wanted to
19 definitely highlight that.

20 My final thought is this has to -- this
21 transformation that Board Member De La Torre absolutely
22 nailed is about market acceptance. There's nothing in
23 this plan that says this citizens of California have to
24 accept this. There's no regulation that is going to make
25 the citizens of California do this. This has to be about

1 market acceptance. And so we can put these markers down,
2 but we could do it faster if the citizens got on board.

3 And so I'd like just us to take back, before we
4 had smartphones, and those of us that, you know, maybe had
5 BlackBerries, and quite frankly loved our BlackBerries --

6 (Laughter.)

7 VICE CHAIR BERG: -- and we hated the iPhones
8 when they first came out. Those of us that bought one
9 quickly got rid of it, because all the words jumbled up.

10 You -- we have to adopt here and we cannot, as
11 Diane said, discount the fact that we have to connect with
12 the consumers to change their behavior.

13 So, I'm -- I -- I can't give enough kudos. And
14 to my fellow Board members what a thoughtful conversation.
15 You're right, Rajinder, challenge accepted. But that
16 challenge honestly starts after November when we come up
17 with this final plan to imple -- to execute and implement.
18 So thank you so very much.

19 DEPUTY EXECUTIVE OFFICER SAHOTA: You're ver
20 welcome. I want to make sure that we do have a chance to
21 respond to the tribal engagement that we had and that we
22 have incorporated some of the wildfire learnings into the
23 plan. I didn't want to leave the impression that we were
24 completely clueless in this aspect, and that we recognize
25 them as a sovereign government with a special relationship

1 with us as a State government.

2 Matt.

3 INDUSTRIAL STRATEGIES DIVISION CHIEF BOTILL:

4 Yeah. No, thank you for that. And kind of
5 building on those points of -- about the tribes and the
6 being sovereign nations. We did have a representative of
7 the Yurok give some remarks at our opening Scoping Plan
8 workshop back in June. We had a request out to the tribes
9 for consultation. And then we also had a number of
10 workshops with the tribes on the natural and working lands
11 pieces of the Scoping Plan and a subsequent deep dive with
12 the Yurok.

13 And that's not to say that we did enough. We
14 kind of absolutely and should absolutely do more. And so
15 what I'm excited about having, you know, Jill Warne
16 Sherman recently appointed to the EJAC give us an
17 opportunity to go back and do some additional
18 consultation, make some updates to the -- to the draft
19 plan, based on that.

20 BOARD MEMBER BALMES: And just be clear, I wasn't
21 really critical of you folks. I was just saying as an
22 agency, we need to be engaged, just to be clear.

23 CHAIR RANDOLPH: Yeah. And -- yeah, I will
24 absolutely be interested in coordinating with you and
25 working with you all and make sure we -- we do make the

1 opportunity for consultation available, in addition to
2 what we've already done.

3 Okay. We are going to take a 30-minute lunch
4 break and then go back to our two additional agenda items
5 for today. Thank you. And we will also be doing a closed
6 session during our lunch break.

7 (Off record: 12:49 p.m.)

8 (Thereupon a lunch break was taken.)

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1 chair Randolph. In February, staff shared an information
2 update on the community air grants. This item is for the
3 Board to consider approval of 2021 AB 617 community air
4 grant to the Environmental Health Coalition to support
5 accomplishment of the community emission reduction plan,
6 or CERP, for the San Diego Portside environmental justice
7 communities and ratification of a 2018 AB 617 community
8 air grant to the Environmental Health Coalition to educate
9 residents on air quality issues and health risks, provide
10 leadership development, and support community-based
11 research on local air quality in San Diego.

12 This item is presented to satisfy Board approval
13 or ratification requirements in Government Code section
14 1091, because one Board member is affiliated with
15 Environmental Health Coalition. Approval by the Board of
16 the 2021 grant will authorize staff to proceed with
17 execution and implementation of the 2021 grant.
18 Ratification of the 2018 grant will confirm that the grant
19 met the procedural requirements of Government Code section
20 1091 to be considered a remote interest.

21 This concludes my remarks.

22 CHAIR RANDOLPH: All right. Thank you.

23 We will now hear from the public who raise their
24 hand to speak on this item. Will the Board clerk call any
25 public commenters.

1 BOARD CLERK GARCIA: So we have no commenters at
2 this time.

3 CHAIR RANDOLPH: All right. I will now close the
4 record on this agenda item. Do I have a motion and a
5 second to approve the 2021 AB 617 community air grant to
6 Environmental Health Coalition, ratify the 2018 AB 617
7 community air grant to Environmental Health Coalition, and
8 have staff proceed with executing the 2021 grant.

9 BOARD MEMBER HURT: I'll move approval.

10 BOARD MEMBER BALMES: Second.

11 CHAIR RANDOLPH: All right. And we will need to
12 call the role on this item. Clerk, would you please call
13 the role.

14 BOARD CLERK GARCIA: Yes.

15 Dr. Balmes?

16 BOARD MEMBER BALMES: Yes.

17 BOARD CLERK GARCIA: Mr. De La Torre?

18 BOARD MEMBER DE LA TORRE: Yes.

19 BOARD CLERK GARCIA: Senator Florez?

20 BOARD MEMBER FLOREZ: Aye.

21 BOARD CLERK GARCIA: Ms. Hot -- Ms. Hurt?

22 BOARD MEMBER HURT: Aye.

23 BOARD CLERK GARCIA: Mr. Kracov?

24 BOARD MEMBER KRACOV: Yes.

25 BOARD CLERK GARCIA: Mr. Riordan?

1 BOARD MEMBER RIORDAN: Aye.

2 BOARD CLERK GARCIA: Professor Sperling?

3 BOARD MEMBER SPERLING: Aye.

4 BOARD CLERK GARCIA: Vice Chair Berg?

5 VICE CHAIR BERG: Aye.

6 BOARD CLERK GARCIA: Chair Randolph?

7 CHAIR RANDOLPH: Yes.

8 BOARD CLERK GARCIA: Madam Chair, the motion
9 passes.

10 CHAIR RANDOLPH: All right. Thank you.

11 The next item on the agenda is Item number
12 22-9-3, California's Regional Haze State Implementation
13 Plan.

14 If you are here with us in the room and wish to
15 comment on this item, please fill out a request to speak
16 card as soon as possible and submit it to a Board
17 assistant. If you are joining us remotely and wish to
18 comment on this item, please click the raise hand button
19 or dial star nine now. We will call on both in-person and
20 remote commenters when we get to the public comment
21 portion of this item.

22 California is home to 29 National Parks and
23 wilderness areas that are known for their amazing views,
24 including iconic National Parks such as Joshua Tree and
25 Yosemite, as well as lesser known, but still stunning

1 locations like the Hoover and San Rafael Wilderness Areas.

2 Visitors from around the world come to California
3 specifically to visit some of these beautiful places. In
4 1970, Congress recognized the importance of these areas by
5 affording them visibility protection under the Clean Air
6 Act, and they are known as Class 1 areas.

7 Congress required states to develop plans to
8 improve visibility to natural conditions. These plans are
9 due every 10 years and each time include a fresh
10 assessment as to what is driving poor visibility. Since
11 adoption of California's first Regional Haze Plan in 2009,
12 visibility has improved at all of the 29 Class 1 areas.

13 California's second Regional Haze Plan builds on
14 the success of that first plan and demonstrate that --
15 demonstrates that visibility will improve through 2028 and
16 that California is on the path to reaching natural
17 conditions by 2064.

18 Ms. Chang, would you please introduce the item.

19 DEPUTY EXECUTIVE OFFICER CHANG: Thank you, Chair
20 Randolph.

21 As you mentioned, California's first Regional
22 Haze Plan was adopted by this Board in 2009 and approved
23 by U.S. EPA in 2011. Revisions to the Federal Regional
24 Haze Rule in 2017 changed the metric used to track
25 visibility conditions to focus on the subset of days that

1 had the most and least human caused impairment. For this
2 Regional Haze Plan analysis shows that the most human
3 cause impairment in California's Class 1 areas is
4 attributable to ammonium nitrate. Strategies targeting
5 the emissions driving the formation of ammonium nitrate
6 are needed to improve visibility.

7 Because of this, the strategy -- the strategy in
8 this plan relies on controlling NOx, both through already
9 adopted measures and the commitment to adopt and implement
10 four mobile source control measures detailed in the State
11 SIP Strategy. This will provide a total of 440 tons per
12 day of NOx emission reductions in 2028.

13 California's Regional Haze Strategy takes into
14 account State specific conditions, leverages resources
15 from other clean air programs, targets the pollutants that
16 matter most, and provides meaningful improvements in
17 visibility that put California's Class 1 areas on track to
18 reach the 2064 visibility targets.

19 The iterative process laid out for regional haze
20 planning allows states to make informed planning decisions
21 supported by science and provides a mechanism to assess
22 progress and adjust the control strategy. As emissions
23 from the mobile source sector are reduced in the future,
24 the pollutants driving visibility impairment will likely
25 change. In future planning periods, CARB will take a

1 fresh look at visibility conditions, the emissions driving
2 visibility impairment, and develop evidence-based plans to
3 achieve meaningful improvements in visibility.

4 I will now ask Rebekka Fine of the Air Quality
5 Planning and Science Division to begin the presentation.

6 And as Rebekka begins, I want to note that we've
7 streamlined the staff presentation in consideration of the
8 lengthy Scoping Plan board item.

9 Thank you.

10 Rebekka.

11 (Thereupon a slide presentation.)

12 AQPSD AIR POLLUTION SPECIALIST FINE: Good
13 afternoon, Chair Randolph and members of the Board. My
14 name is Rebekka Fine. And As Edie said, I work in the Air
15 Quality Planning and Science Division.

16 I'll be providing today's staff presentation on
17 California's Regional Haze State Implementation Plan.

18 --o0o--

19 AQPSD AIR POLLUTION SPECIALIST FINE: For today's
20 presentation, I will begin with an overview of the
21 Regional Haze Program, then discuss the key content in the
22 proposed Regional Haze Plan, and share a summary of
23 comments received from stakeholders. I will conclude with
24 the staff recommendation.

25 --o0o--

1 AQPSD AIR POLLUTION SPECIALIST FINE: With the
2 1977 amendments to the federal Clean Air Act, congress
3 established a national goal to remedy existing and prevent
4 future visibility impairment resulting from human caused
5 air pollution in specific large National Parks and federal
6 Wilderness Areas where visibility was identified as an
7 important value.

8 To help understand the sources of visibility
9 impairment, the first monitoring sites were established in
10 1985. In 1999, EPA promulgated the Regional Haze Rule,
11 which requires states to prepare Regional Haze plans. The
12 rule was revised in 2017. This Board adopted California's
13 first Regional Haze Plan in 2009. The Regional Haze Rule
14 requires states to develop comprehensive SIP revisions
15 every 10 years. The proposed SIP that we are discussing
16 today is California's first comprehensive revision to our
17 initial Regional Haze Plan.

18 --o0o--

19 AQPSD AIR POLLUTION SPECIALIST FINE: The areas
20 where visibility is protected under the Regional Haze Rule
21 are known as Class 1 areas. There 156 Class 1 areas in
22 the country. Although not all states have Class 1 areas,
23 all 50 states are required to prepare haze plans.
24 California has 29 Class 1 areas. Seventeen monitoring
25 sites in and around these areas collect data used to track

1 visibility conditions.

2 --o0o--

3 AQPSD AIR POLLUTION SPECIALIST FINE: For
4 regional haze planning, California works
5 collaboratively -- collaboratively with other western
6 states as part of the Western Regional Air Partnership.

7 --o0o--

8 AQPSD AIR POLLUTION SPECIALIST FINE: This figure
9 shows the timeline for regional haze planing. The
10 starting point is the 2000 to 2004 baseline period.
11 Progress in each planning period is compared to conditions
12 from this baseline period and interim goals are
13 established for the end of each planning period.

14 For the second SIP, the 2014 to 2018 time period
15 is considered the current period and interim visibility
16 goals are set for 2028.

17 Regional haze planning is an iterative process,
18 meaning that every 10 years we'll take a fresh look at
19 visibility conditions, the pollutants driving the
20 formation of haze, and opportunities to control emissions
21 to assure meaningful strides towards improving natural
22 conditions -- and reaching natural conditions.

23 The target to reach natural conditions is the end
24 of calendar year to 2064. As you can see, we are still in
25 the early stages of the Regional Haze Program with many

1 more milestones ahead.

2 --o0o--

3 AQPSD AIR POLLUTION SPECIALIST FINE: Before
4 diving into the details of this proposed Regional Haze
5 Plan, it is important to consider a number of factors that
6 are unique to California. These unique factors play a
7 role in our approach to controlling emissions. California
8 is working to meet a host of air quality and climate
9 targets and our effort to control emissions does not stop
10 or start in line with the timeline for the Regional Haze
11 Program.

12 Accounting for state-specific circumstances is
13 necessary in order to efficiently develop effective
14 strategies. California's widespread attainment challenges
15 have led to aggressive emission control programs. As you
16 know, recognizing the unique and widespread challenges
17 faced by the State, Congress allowed California to seek a
18 waiver of federal preemption for its mobile source
19 emission controls. Mobile sources drive many of our air
20 quality challenges.

21 Through decades of monitoring and analyses, we
22 know that many of the same pollutants driving
23 non-attainment also are the dominant contributors to haze
24 in Class 1 areas. Beyond mobile sources, California is
25 pioneering efforts to identify and address emissions that

1 disproportionately impact air quality in many communities.
2 California's integrated planning process is one that
3 considers the host of air quality goals, identifies
4 strategies necessary to meet those goals, and then creates
5 actionable plans. For many states, the Regional Haze SIP
6 is the only SIP that they must put together.

7 The next few slides will provide details on the
8 strategy laid out to ensure visibility continues to
9 improve.

10 --o0o--

11 AQPSD AIR POLLUTION SPECIALIST FINE: These are
12 the key elements of the Regional Haze Plan.

13 --o0o--

14 AQPSD AIR POLLUTION SPECIALIST FINE: This
15 photograph here shows the landscape from the Keys View
16 Overlook in Joshua Tree National Park. Peaks in the San
17 Gorgonio Wilderness are visible above the layer of haze in
18 the Coachella Valley. Haze is made of many different
19 types of particles. Emissions from a variety of sources
20 contribute to haze that impairs visibility in parks and
21 wilderness areas. Visibility itself can be subjective.
22 So in order to compare visibility conditions across time
23 and in different locations, a deciview metric was
24 developed.

25 Deciviews represent the level of visibility

1 impairment. As shown in the scale at the bottom of the
2 slide, visibility or the visual range improves as
3 deciviews and light extinction decrease.

4 --o0o--

5 AQPSD AIR POLLUTION SPECIALIST FINE: Since the
6 Regional Haze SIP is different than a non-attainment SIP,
7 using this figure I'm going to walk you through some terms
8 specific to regional haze. Regional haze planning is
9 focused on two set of days: the 20 percent clearest days
10 and the 20 percent most impaired days. For this and
11 future plans, visibility is compared to average conditions
12 in the baseline period. For the clearest days, the goal
13 is to assure that visibility does not degrade from
14 baseline conditions.

15 For the most impaired days, the goal is to ensure
16 visibility steadily improves and natural conditions are
17 restored by 2064. The path between the baseline period
18 and natural conditions is termed the glide path. And
19 while it's not a safe harbor, the glide path does offer a
20 checkpoint to see if improvements and interim goals are on
21 track to reach 2064 goals.

22 The 2017 revisions to the Regional Haze Rule
23 provided states with an option to adjust the 2064 endpoint
24 to account for impacts from prescribed fire and
25 international emissions. California has proposed to make

1 those adjustments.

2 --o0o--

3 AQPSD AIR POLLUTION SPECIALIST FINE: And this
4 one we'll just --

5 --o0o--

6 AQPSD AIR POLLUTION SPECIALIST FINE: -- yeah,
7 click through. This is where we cut a little bit.

8 So this slide provides an overview of the data
9 elements that are considered in the development of this
10 plan.

11 --o0o--

12 AQPSD AIR POLLUTION SPECIALIST FINE: In today's
13 presentation, I will spotlight three of California's Class
14 1 areas. Redwood National Park is located along the
15 northern most coast of California in a rural, remote area.
16 Sequoia National Park is in the central Sierras adjacent
17 to the San Joaquin Valley. The San Gabriel Wilderness is
18 located inland from the Los Angeles metropolitan area.

19 Now, let's dive into some specific information
20 for these areas.

21 --o0o--

22 AQPSD AIR POLLUTION SPECIALIST FINE: This slide
23 shows a summary of the types of particles contributing to
24 haze at the three spotlight sites.

25 --o0o--

1 AQPSD AIR POLLUTION SPECIALIST FINE: The data
2 shown here are from the Redwood National Park monitoring
3 site. Haze attributable to U.S. sources are represented
4 by the bar on the left. As you can see, the teal green
5 portion of this bar is largest showing that ammonium
6 nitrate accounts for most of the haze attributable to
7 human caused emissions from the U.S. The focus of
8 regional haze planning is on addressing the haze shown in
9 this bar.

10 The second bar from left shows haze attributable
11 to prescribed fire. This source accounts for a small
12 share of haze on the most impaired days and is mostly
13 comprised of organic mass.

14 The third bar from the left shows haze
15 attributable to transported international emissions.

16 Ammonium sulfate accounts for most of the
17 particles from international sources. The bar on the
18 right shows haze attributable to natural sources,
19 including wildfire. Ammonium sulfate, organic mass, and
20 sea salt account for most of the haze from natural sources
21 at this location.

22 --o0o--

23 CHAIR RANDOLPH: Rebekka, I'm sorry to interrupt,
24 but I just had a quick question about that slide --

25 AQPSD AIR POLLUTION SPECIALIST FINE: Sure.

1 CHAIR RANDOLPH: -- for those of us who are sort
2 of air quality newbies. Could you -- just briefly, what
3 are the sources of ammonium nitrate and ammonium sulfate?

4 AQPSD AIR POLLUTION SPECIALIST FINE: Yeah. So
5 for ammonium nitrate, a lot of it -- the formation tends
6 to be driven by NOx emissions or oxides of nitrogen. It
7 also involves ammonia, but ammonia tends to be ubiquitous.
8 And so that -- the limiting factor tends to be NOx. And
9 then for ammonium sulfate, human caused sources tend to be
10 sulfur dioxide or other oxides of sulfur. And then
11 there's also natural sources. Wildfire emits oxides of
12 sulfur. Oceanic emissions can also contribute to ammonium
13 sulfate. There's biological and photochemical processes
14 that involve sulfur that's in ocean waters. And so we'll
15 see sulfate from those sources.

16 Thank you for the question.

17 BOARD MEMBER BALMES: And wildfires also generate
18 NOx too.

19 CHAIR RANDOLPH: Yes.

20 AQPSD AIR POLLUTION SPECIALIST FINE: Thank you,
21 Dr. Balmes.

22 Like Redwood National Park, the Sequoia National
23 Park data show that a ammonium nitrate accounts for most
24 of the haze attributable to human-caused emissions from
25 the U.S. The prescribed fire group again accounts for a

1 small share of haze on the most impaired days and ammonium
2 sulfate accounts for most of the haze from international
3 sources. Organic mass and ammonium sulfate again account
4 for most of the haze from natural sources.

5 --o0o--

6 AQPSD AIR POLLUTION SPECIALIST FINE: Like
7 Redwood National Park and Sequoia National Park in the San
8 Gabriel Wilderness, ammonium nitrate accounts for most of
9 the haze attributable to human-caused emissions from the
10 U.S. And the types of particles attributable to
11 prescribed fire, international emissions, and natural
12 emissions are similar to those at Sequoia.

13 While the types of particles impacting visibility
14 can vary and result from many different sources, targeting
15 the particles attributable to U.S. sources that account
16 for the largest share of haze will provide for the largest
17 amount of progress.

18 --o0o--

19 AQPSD AIR POLLUTION SPECIALIST FINE: Looking at
20 these three sites together, the pie charts indicate that
21 ammonium nitrate, shown in teal, accounts for the largest
22 portion of haze attributable to human caused emissions.
23 Focused efforts on emissions that drive the formation of
24 ammonium nitrate are important to improving visibility.

25 We know that emissions of nitrogen oxides, or

1 NOx, generally drive the formation of nitrates. Thus, the
2 focus of the proposed plan is on ensuring that NOx
3 emissions are reduced during this planning period and
4 those reductions provide for improved visibility.

5 --o0o--

6 AQPSD AIR POLLUTION SPECIALIST FINE: This slide
7 summarizes the amount of past, present, and projected
8 progress at these three spotlight sites.

9 --o0o--

10 AQPSD AIR POLLUTION SPECIALIST FINE: And this
11 slide shows that the progress that has been made is at a
12 rate that is better than the glide path at these three
13 spotlight sites, and that's consistent with the other
14 sites in California.

15 --o0o--

16 AQPSD AIR POLLUTION SPECIALIST FINE: This bar
17 chart on the left shows statewide emissions for 2014,
18 which was the base year for regional haze modeling. NOx
19 emissions are the green portion of the bar. As you can
20 see, mobile sources dominate the statewide inventory of
21 NOx, accounting for nearly 80 percent of total NOx
22 emissions.

23 The yellow portion of the bar represents oxides
24 of sulfur, or SOx, emissions which account for a very
25 small portion of statewide emissions. As shown earlier, a

1 relatively small portion of human caused haze is
2 attributable to ammonium sulfate which are particles
3 formed from SOx emissions. Significant NOx emission
4 reductions are the primary element of our long-term
5 strategy in this Regional Haze Plan.

6 --o0o--

7 AQPSD AIR POLLUTION SPECIALIST FINE: The
8 long-term strategy in the proposed plan provides for
9 emission reductions that amount to more than 400 tons per
10 day of NOx through adopted Measures that were part of the
11 base inventories used in this plan. Additional controls
12 that were identified as being reasonable include heavy --
13 the heavy-duty omnibus, the Heavy-Duty Inspection and
14 Maintenance Regulation, Advanced Clean Trucks, and the
15 Advanced Clean Cars II Regulation.

16 The proposed plan includes a commitment for CARB
17 to adopt and implement these four measures to achieve an
18 additional reduction of 40 tons per day of NOx by 2028.
19 These substantial emission reductions are expected to
20 improve visibility.

21 --o0o--

22 AQPSD AIR POLLUTION SPECIALIST FINE: Baseline,
23 current, and 2028 reasonable progress goals are summarized
24 on this slide. Note that the 2028 goals are at or better
25 than the glide path.

1 --o0o--

2 AQPSD AIR POLLUTION SPECIALIST FINE: To
3 supplement our focus on mobile sources, we also developed
4 a process to screen stationary sources with the intent to
5 ensure that reasonable controls were in place or would be
6 put in place at larger stationary sources. The steps in
7 this process are summarized on this slide and we'll
8 provide an update on the controls at stationary sources in
9 our 2025 progress report.

10 --o0o--

11 AQPSD AIR POLLUTION SPECIALIST FINE: The
12 additional steps that CARB is taking to address stationary
13 sources are summarized here.

14 --o0o--

15 AQPSD AIR POLLUTION SPECIALIST FINE: And this
16 slide highlights CARB's engagement with federal land
17 managers, states, and the public during the development of
18 this plan.

19 --o0o--

20 AQPSD AIR POLLUTION SPECIALIST FINE: Comment
21 letters on the proposed plan were provided by staff from
22 National Parks Service and the U.S. Forest Service. The
23 Parks Service noted that they appreciated mobile source
24 emission reductions that will be achieved through CARB's
25 actions and the co-benefits for haze, but expressed

1 concerns that CARB is missing an opportunity to control
2 emissions from stationery sources.

3 The Forest Service was largely satisfied with
4 California's proposed plan, but requested that staff
5 consider a larger glide path -- glide-path adjustment to
6 account for projected increased use of prescribed fire.

7 The Forest Service also suggested that CARB
8 further consider expanding the assessment of sulfur
9 dioxide emissions in this plan to ensure that sources that
10 may otherwise have been overlooked are brought to the
11 forefront.

12 --o0o--

13 AQPSD AIR POLLUTION SPECIALIST FINE: During the
14 public comment period 11 comments were received. And
15 comments covered a wide range of topics that are
16 summarized here.

17 --o0o--

18 AQPSD AIR POLLUTION SPECIALIST FINE: A number of
19 commenters were critical of a strategy focused on mobile
20 sources and conveyed that CARB was missing opportunities
21 to control emissions from stationary sources. While
22 stationary sources do contribute to emissions and haze
23 impacting Class 1 areas, mobile sources remain a dominant
24 source of emissions in California. And California is
25 continuing to take aggressive steps to reduce emissions

1 from this sector.

2 Further, due to our air quality challenges,
3 California has stringent stationary source control
4 programs that are continuing to evolve. Local efforts to
5 reduce emissions from large stationary sources is ongoing
6 and State efforts to implement a comprehensive stationary
7 source emissions inventory has been initiated. CARB staff
8 will provide an update on these ongoing efforts in the
9 2025 progress report and will continue to engage with
10 stakeholders on these efforts and the implications for
11 regional haze moving forward.

12 One commenter requested an extension to the
13 comment period and a delay in the hearing date. While
14 staff recognized the complexity of the plan and the time
15 demands to conduct a thorough review, the proposed plan is
16 consistent with the themes that have been communicated to
17 stakeholders throughout the plan development process.

18 Another commenter raised points about the
19 significance of fire regimes and uncertainty in natural
20 conditions estimates. We agree that there is uncertainty
21 in the estimates for natural conditions and fire is an
22 important planning consideration. Given the iterative
23 nature of haze planning, there will be opportunity to
24 incorporate new information concerning estimated natural
25 conditions and emissions from fire into our future haze

1 plans.

2 The comments provided by stakeholders throughout
3 the development of this plan are being thoroughly
4 considered and will continue to play into regional haze
5 planning in the future. Ultimately, the strategy laid out
6 in this plan is based on the best available technical
7 information that we have. Regional haze planning is
8 iterative and for the development of each plan we'll take
9 new look at visibility conditions, progress, and human
10 caused emissions driving the formation of haze. This
11 information will provide the basis of strategies developed
12 to ensure that visibility continues to improve.

13 --o0o--

14 AQPSD AIR POLLUTION SPECIALIST FINE: Staff
15 recommend that the Board approve the proposed Regional
16 Haze State Implementation Plan, including the commitment
17 to achieve a cumulative NOx emission reduction of 40 tons
18 per day by 2028 through adoption and implementation of
19 four mobile source control measures and direct CARB's
20 Executive Officer to submit the proposed SIP to the U.S.
21 EPA for approval. This concludes my staff presentation
22 and I'd be happy to answer any questions that the Board
23 may have.

24 Thank you.

25 CHAIR RANDOLPH: Thank you.

1 Do we have members of the public who have signed
2 up to speak on this item either in person or on Zoom

3 BOARD CLERK GARCIA: No commenters at this time.

4 CHAIR RANDOLPH: Okay. I will bring it to the
5 Board. Any questions?

6 First of all, I just want to thank you all for
7 condensing down your presentation. It's such an
8 interesting topic and something that, you know, I wish --
9 I wish we could have spent more time on it, but I feel
10 like you guys did a good job of summarizing the strategies
11 and the importance and the analysis that goes into this
12 whole question. So I really appreciate that.

13 Okay. Board Member Kracov.

14 BOARD MEMBER KRACOV: Yes. So thank you very
15 much to the SIP preparation staff for this. And coming
16 from the South Coast, the SIPs, you know, are real
17 important to me. And I know we're going to be working
18 really hard over the remaining part of this year to look
19 at the statewide SIP, and the South Coast SIP, and the San
20 Joaquin SIP. So my ears are always perking up because of
21 the importance and the challenges that we face in the
22 South Coast on the attainment issues.

23 On this one, I'll be voting yes. I did read, you
24 know, from some of the commenters who asked for more
25 controls on stationary sources. I mean, speaking for the

1 South Coast, we have the strongest stationary source
2 controls probably in the world. So I'm just not sure how
3 much, you know, more juice we can get from that lemon.
4 We've already squeezed it so much.

5 The one thing I will say, and we do mention the
6 role of 617 and the Stationary Source and BARCT programs,
7 the inventory, the clearinghouse, and 617, that is
8 something that if we're going to be relying on for this
9 plan and for the SIPs, that we do need to really make sure
10 it's robust as possible. We have had some discussions
11 with our 617 staff around BARCT, around trying to get some
12 degree of consistency among the air districts. I know
13 that's not easy. But if that is going to be a key
14 component of this and the BARCT stationary source element
15 of 617 is going to be part of this and the other SIPs,
16 then we really do have to make sure that that is as
17 consistent and robust as possible. And I wanted to make
18 that comment.

19 Thank you.

20 CHAIR RANDOLPH: Thank you.

21 Any other comments?

22 Dr. Balmes.

23 BOARD MEMBER BALMES: I just want to thank staff
24 for a good job both with the presentation but more
25 importantly for the work on the Regional Haze SIP. Those

1 of us that like to go to National Parks really would like
2 them to be cleaner and more visible. And I think that,
3 you know, our contribution to the, you know, regional --
4 Western Regional Haze Program is important. And, you
5 know, I would move that we accept the staff
6 recommendations.

7 BOARD MEMBER RIORDAN: I'll second the motion,
8 Madam Chair.

9 CHAIR RANDOLPH: Board Clerk, will you please
10 call the roll.

11 BOARD CLERK GARCIA: Dr. Balmes?

12 BOARD MEMBER BALMES: Yes.

13 BOARD CLERK GARCIA: Mr. De La Torre?

14 BOARD MEMBER DE LA TORRE: Yes.

15 BOARD CLERK GARCIA: Senator Florez?

16 Ms. Hurt.

17 BOARD MEMBER HURT: Aye.

18 BOARD CLERK GARCIA: Mr. Kracov?

19 BOARD MEMBER KRACOV: Yes.

20 BOARD CLERK GARCIA: Mrs. Riordan?

21 BOARD MEMBER RIORDAN: Aye.

22 BOARD CLERK GARCIA: Professor Sperling?

23 BOARD MEMBER SPERLING: Yes.

24 BOARD CLERK GARCIA: Ms. Takvorian?

25 BOARD MEMBER TAKVORIAN: Yes.

1 BOARD CLERK GARCIA: Vice Chair Berg?

2 VICE CHAIR BERG: Yes.

3 BOARD CLERK GARCIA: Chair Randolph?

4 CHAIR RANDOLPH: Yes.

5 BOARD CLERK GARCIA: Madam Chair, the motion
6 passes.

7 VICE CHAIR BERG: And I just wanted to mention
8 that, you know, we have quite an involved staff. Besides
9 all the work they do on -- behind their desk, I would like
10 to call to attention the photography credits --

11 (Laughter)

12 VICE CHAIR BERG: -- and how many staff go out of
13 their way to really research these areas. And there are
14 several pictures here by our staff members namely Jeff
15 Kessler is quite popular, but others as well. So thank
16 you so much.

17 AQPSD AIR POLLUTION SPECIALIST FINE: Thank you
18 for bringing that to the attention. I did -- I did intend
19 to call that out as well, so I appreciate your noticing
20 that.

21 CHAIR RANDOLPH: All right. Thank you. Okay.
22 The last item on the agenda for today is Item number
23 22-9-4, 2021 Annual Enforcement Report.

24 If you are here with us in the room and wish to
25 comment on this item, please fill out a request to speak

1 card as soon as possible and submit it to a Board
2 assistant. If you are joining us remotely and wish to
3 comment on this item, please click the raise button or
4 dial star nine now. We will call on both in-person and
5 remote commenters when we get to the public comment
6 portion of this item.

7 Each June, CARB's Enforcement Division prepares a
8 report for the Board and the public detailing staff's work
9 during the year to help ensure compliance with CARB's
10 emission reduction program. The 2021 report is now
11 available on our website. Ms. Peter, would you please
12 introduce the item.

13 CHIEF COUNSEL PETER: Thank you, Chair Randolph.

14 Enforcement programs protect public health,
15 especially in disadvantaged communities by helping bring
16 noncompliant companies into compliance. Also, our
17 enforcement efforts ensure emission reductions envisioned
18 when regulatory programs were adopted, are actually
19 achieved in practice.

20 The implementation of enforcement programs is a
21 team effort across CARB. This year's report includes a
22 thorough analysis of compliance rates across programs to
23 evaluate their effectiveness and identify where
24 improvements can be made to better achieve our goals. The
25 report also describes actions we are taking to improve our

1 enforcement programs, especially in disadvantaged
2 communities. There, we're redesigning our enforcement
3 work to be more responsive to community needs. The report
4 further discusses our work by program type and closes with
5 a discussion of where our enforcement efforts are going
6 for the remainder of 2022 and beyond.

7 I'll now ask Mae Colcord of the Enforcement
8 Division to begin the staff presentation.

9 Mae.

10 (Thereupon a slide presentation.)

11 ED AIR POLLUTION SPECIALIST COLCORD: Thank you,
12 Ms. Peter, and good afternoon, everyone. Today, I will
13 provide an overview of the 2021 Annual Enforcement Report.

14 --o0o--

15 ED AIR POLLUTION SPECIALIST COLCORD: In today's
16 presentation, I will begin with a brief introduction to
17 CARB's Enforcement Program. I will then walk through the
18 analysis we performed in 2022 to assess compliance rates
19 in several CARB programs and the reason why this analysis
20 is important for enforcement. I will next describe our
21 efforts to address environmental injustice and community
22 concerns, and then describe 2021 highlights in three major
23 enforcement areas, diesel vehicles, engine and product
24 requirements, and stationary sources. I will close with a
25 brief discre -- discussion on where our programs are

1 moving in 2022.

2 --o0o--

3 ED AIR POLLUTION SPECIALIST COLCORD: First, I
4 will start with a high level overview of CARB's
5 enforcement goals and highlights from 2021.

6 --o0o--

7 ED AIR POLLUTION SPECIALIST COLCORD: One key
8 goal in enforcement is to ensure the highest possible
9 compliance rates in every program we enforce, to ensure
10 emissions reductions envisioned at adoption of the
11 regulation are actually achieved in practice. In
12 addition, we want to address environmental injustice by
13 focusing our enforcement efforts to address long-standing
14 local issues experienced by community members especially
15 those in disadvantaged communities.

16 Through these efforts, we strive to create a
17 level playing field across industry so that violators do
18 not profit from noncompliance and to deter noncompliance.
19 And we aim to provide transparency in our enforcement
20 process to provide accountability to both regulated
21 parties and the public.

22 --o0o--

23 ED AIR POLLUTION SPECIALIST COLCORD: Enforcement
24 is a collaborative effort within and outside of CARB. In
25 2021, we continued to focus our enforcement work in

1 disadvantaged communities. We conducted nearly 12,000
2 inspections of diesel vehicles, equipment, and ships with
3 80 percent of inspections in these communities. We
4 conducted 12 mobile PEAQS deployments across the state,
5 many of which were in these communities, screening nearly
6 15,000 vehicles to identify those with high emissions for
7 further enforcement follow up and ensure compliance, and
8 diverted \$6.8 million in penalties to Supplemental
9 Environmental Projects, or SEPs, benefiting disadvantaged
10 communities. Lastly, we resolved 2,746 cases and
11 citations for more than \$18 million in penalties.

12 --o0o--

13 ED AIR POLLUTION SPECIALIST COLCORD: Also, in
14 2021, we assessed compliance rates in key programs to
15 evaluate how well our enforcement programs are working and
16 how they may be improved.

17 --o0o--

18 ED AIR POLLUTION SPECIALIST COLCORD: Enforcement
19 Division began assessing compliance rates several years
20 ago to help identify which programs need more focused
21 enforcement to ensure a level playing field across
22 industries, and emissions reductions, and health
23 protective goals are achieved.

24 In past years, we have focused this analysis on
25 two of CARB's key programs, the Truck and Bus Regulation,

1 and the At-Berth, or Shore Power, Regulation. Compliance
2 rates for these programs are calculated industry-wide
3 using independent data sources to assess compliance and
4 focused enforcement efforts directly on noncompliant
5 vehicles and fleets.

6 This year, we expanded our analysis to more
7 programs using inspection results, so compliance can be
8 assessed and reported annually.

9 --o0o--

10 ED AIR POLLUTION SPECIALIST COLCORD: The
11 Enforcement Data Visualization System, or EDVS, is a
12 publicly available, map-based tool that displays CARB's
13 enforcement inspections from 2015 to 2021. EDVS was
14 updated in 2022 to also include stationary source
15 inspections conducted by CARB staff. EDVS is created as a
16 transparency tool allowing the public to track enforcement
17 activities over space and time. EDVS can also be used as
18 a tool to calculate and track compliance rates for each of
19 our enforcement programs.

20 --o0o--

21 ED AIR POLLUTION SPECIALIST COLCORD: Using EDVS,
22 compliance rates are calculated by comparing the number of
23 violations found during inspections to the overall number
24 of inspections conducted. These quantitative compliance
25 rates are informative, especially when compared over time.

1 However, the compliance rates assessed using this method
2 will also vary, based on where and when inspections are
3 conducted each year. As a result, we are qualitatively
4 characterizing compliance rates into three bins, high,
5 medium and low, where low rates are less than 85 percent,
6 medium between 85 and 95 percent, and high above 95
7 percent.

8 The compliance rates calculated using this method
9 may also be biased, because in some programs staff can
10 preferentially target inspections for noncompliance or
11 they may be incomplete when there's not enough data to
12 calculate an accurate rate.

13 --o0o--

14 ED AIR POLLUTION SPECIALIST COLCORD: Overall,
15 programs have very similar compliance rates in
16 disadvantage communities relative to the rest of the
17 state. And most programs have compliance rates exceeding
18 95 percent. There are several program, however with
19 compliance rates that are considered low. We are working
20 to address these lower compliance rates using a variety of
21 approaches, including leveraging technology for
22 enforcement, and developing robust regulatory
23 requirements. Program compliance rates can be found on
24 page six and in Appendix M of the report.

25 We also recognize that while compliance rates in

1 disadvantaged communities are high for most program
2 communities are -- communities are still experiencing
3 impacts from emission sources

4 --o0o--

5 ED AIR POLLUTION SPECIALIST COLCORD: In 2021,
6 the Enforcement Division began working on an approach to
7 address these concerns and continue to deploy resources
8 into disadvantaged communities.

9 I will discuss these efforts in the next few
10 slides.

11 --o0o--

12 ED AIR POLLUTION SPECIALIST COLCORD: The
13 Enforcement Division has been working to address
14 environmental injustice in disadvantaged communities by
15 focusing a variety of efforts in these communities. While
16 enforcement is not a tool that can solve all problems,
17 there is room for us to expand the scope of support we can
18 provide in these communities.

19 We are working to do so by building
20 collaborative, co-led processes with communities to better
21 prioritize our work and deriving lessons learned to
22 develop improved approaches and policies that benefit all
23 disadvantaged communities across the state. The following
24 slides include examples of this community work.

25 --o0o--

1 ED AIR POLLUTION SPECIALIST COLCORD:

2 Supplemental Environmental Projects, or SEPs, are
3 community-based projects funded by a portion of penalties
4 received from our settlements and are designed to improve
5 public health, reduce pollution, increase environmental
6 compliance, and bring public awareness to neighborhoods
7 most burdened by environmental harm.

8 Since the start of the program, we have
9 distributed \$20 million in penalties to projects in
10 disadvantaged communities. In 2021 alone, we allocated
11 \$6.8 million in penalties to SEP projects. Last year,
12 the program funded tree plantings in Fresno, as pictured
13 on the slide, school air filtration systems across the
14 state, and air quality education programs.

15 --o0o--

16 ED AIR POLLUTION SPECIALIST COLCORD: To better
17 target our efforts in areas where they are needed most,
18 Enforcement Division is using an area focused
19 investigation, or AFI, strategy that concentrates
20 investigations and enforcement of multiple programs in
21 disadvantaged communities.

22 In November 2021, we conducted a three-day
23 enforcement event in the Portside EJ Neighborhoods
24 Community and the International Border Community. We
25 conducted both facility and roadside inspections,

1 resulting in a total of 245 vehicle and equipment
2 inspections and 20 citations issued.

3 Enforcement staff also conducted 34 ocean-going
4 vessel fuel inspections, and three shore power audits
5 during 2021 in these communities.

6 --o0o--

7 ED AIR POLLUTION SPECIALIST COLCORD: Similarly,
8 Enforcement Division conducted an AFI in West Oakland in
9 August 2021 in collaboration with the West Oakland
10 Environmental Indicators Project. West Oakland is an AB
11 617 community heavily impacted by the ports, trucking
12 activities, and industrial facilities.

13 Following a community-led enforcement tour, staff
14 conducted a two-day event resulting in six citations and
15 three fleet investigations. Enforcement is now working to
16 build a more lasting and collaborative partnership with
17 the West Oakland community to address ongoing
18 environmental concerns.

19 --o0o--

20 ED AIR POLLUTION SPECIALIST COLCORD: To reduce
21 emissions from oil and natural gas operations, CARB
22 adopted the California Oil and Gas Regulation, which is
23 enforced by CARB and by local air districts through
24 memorandum of agreement. CARB also leverages resources
25 through interagency collaboration, data, and technology to

1 help target inspections at oil and gas facilities with
2 excess emissions and collaborates with other agencies such
3 as CalEPA, CalGEM, U.S. EPA, and local air districts to
4 address community concerns.

5 In 2021, CARB inspected nine facilities as part
6 of the CalEPA Task Force initiative and two additional
7 facilities as part of CARB's oversight responsibilities
8 under MOAs with local air districts. Most of these
9 inspections took place in the San Joaquin Valley. Moving
10 forward, CARB has begun a more permanent focused
11 enforcement effort addressing leaking wells, through our
12 work with the Arvin-Lamont and South Kern communities.

13 --o0o--

14 ED AIR POLLUTION SPECIALIST COLCORD: Through
15 past enforcement efforts, we have learned that the
16 environmental issues disadvantaged communities face are
17 challenging to address. Although direct enforcement can
18 sometimes address community concerns, we hear from
19 community members that regulated sources are still causing
20 a significant cumulative impact, even from compliant
21 sources.

22 In an effort to address these impacts,
23 Enforcement has begun developing a community-based
24 approach that builds on the idea that part of achieving
25 environmental justice is making sure we are partnering

1 directly with community members to truly understand
2 community issues more holistically. We will collaborate
3 with community members as partners to identify strategies
4 that may help to solve the problems community members are
5 experiencing and to document and report on our
6 understanding of the issues, the results, and lessons
7 learned from our enforcement work and the next steps that
8 we think could be taken to address underlying community
9 issues.

10 In late 2021, we began working with several
11 communities to pilot this expanded approach. And we look
12 forward to learning from and further developing this
13 approach in more communities.

14 --o0o--

15 ED AIR POLLUTION SPECIALIST COLCORD: Diesel
16 particulate matter is the most significant source of air
17 toxic health risk in our communities. So we continue to
18 maintain a robust Enforcement Program focusing on reducing
19 emissions from diesel vehicles and equipment.

20 --o0o--

21 ED AIR POLLUTION SPECIALIST COLCORD: The Truck
22 and Bus Regulation, results in some of the most
23 significant reductions in harmful diesel emissions from
24 heavy-duty diesel trucks. Achieving compliance over the
25 years has been challenging, due to the high volume of

1 vehicles subject to these requirements. Despite the
2 challenge, CARB been successful in increasing compliance
3 rates to over 95 percent with 98 percent for the heaviest,
4 highest emitting trucks.

5 This success is a result of hard work by CARB
6 staff across the agency conducting outreach, implementing
7 new laws, and streamlining enforcement. This streamlined
8 enforcement process in particular was expanded this year
9 to additional programs to capture more types of
10 noncompliance. Increasing compliance rates are also made
11 possible by our partnerships with air districts, like the
12 San Diego Air Pollution Control District, who, in 2021,
13 conducted 6,701 inspections and issued 426 citations on
14 behalf of -- on behalf of CARB's heavy-duty diesel
15 programs.

16 --o0o--

17 ED AIR POLLUTION SPECIALIST COLCORD: Most excess
18 emissions will be generated by a small fraction of
19 high-emitting trucks. The Portable Emissions Acquisition
20 System, or PEAQS, is a roadside emissions monitoring
21 system used by Enforcement Division to screen for
22 high-emitting vehicles and can be deployed as an
23 unattended platform at stationary locations or as a mobile
24 platform in conjunction with field enforcement staff. A
25 streamlined pilot project was implemented beginning late

1 2021 during which 433 letters were sent to high-emitting
2 vehicles detected by our stationary PEAQS units.

3 We are continuing to send out more noncompliance
4 letters throughout 2022 as a precursor to identifying
5 high-emitting vehicles in the Heavy-Duty Inspection and
6 Maintenance Program. Enforcement staff also deployed
7 mobile PEAQS units during 12 field enforcement events in
8 2021, screening nearly 15,000 vehicles and issuing 224
9 citations.

10 --o0o--

11 ED AIR POLLUTION SPECIALIST COLCORD: Both the
12 stationary and mobile PEAQS units will be critical to
13 implementation of the Heavy-Duty Inspection and
14 Maintenance Program in 2023 to flag high-emitting vehicles
15 for immediate follow-up compliance testing to ensure
16 emission control systems are operating properly. The
17 expansion of our PEAQS program for the HD I&M Program
18 requires ongoing collaboration between CARB and several
19 State partners on siting and deployment locations, and to
20 coordinate on enforcement efforts.

21 --o0o--

22 ED AIR POLLUTION SPECIALIST COLCORD: California
23 ports are a significant source of nitrogen oxides and
24 particulate matter emissions in the state. Two of CARB's
25 regulations aimed at reducing emissions from these sources

1 through implementation and enforcement are the At Berth
2 Regulation, and the Ocean-Going Vessels Fuels Regulation.

3 --o0o--

4 ED AIR POLLUTION SPECIALIST COLCORD: The At
5 Berth or Shore Power Regulation generally requires ships
6 to plug in to electricity while at major ports in
7 California and to annually report to CARB each visit.
8 Enforcement staff audit the visit reports each year to
9 determine each fleet's compliance status. Note the
10 compliance analyses are always one year behind due to
11 timing of reporting requirements. So our most recent
12 compliance analysis is for 2020.

13 In 2020, there were three major events that
14 significantly affected vessel fleets, including COVID-19
15 emergencies, the loss of an alternative technology option,
16 and energy grid emergencies. Initial results from 2021
17 audits are revealing similar impacts.

18 --o0o--

19 ED AIR POLLUTION SPECIALIST COLCORD: This chart
20 depicts the statewide assessment of the At Berth
21 Regulation's power reduction requirement. The green line
22 signifies the regulatory requirement each year. Notice
23 how it gradually increases as the requirement gets more
24 stringent.

25 The yellow line indicates the percent of megawatt

1 hours reduced statewide by all fleets each year. Until
2 2020, the regulatory requirement was met or exceeded on a
3 statewide average, meaning the emissions reduction goals
4 of the regulation were also being met. However, in 2020,
5 the regulatory requirement increased to 80 percent while
6 fleets were only able to reduce their power by 75 percent
7 on the whole. We believe a number of factors contributed
8 to this, including the new regulatory requirement and the
9 year's unique impacts as previously mentioned.

10 --o0o--

11 ED AIR POLLUTION SPECIALIST COLCORD: The
12 Ocean-Going Vessel Fuels Regulation requires ships to use
13 cleaner fuel within regulated -- regulated California
14 waters. Enforcement staff have traditionally sampled fuel
15 to determine compliance with the fuel sulfur limit.
16 However, we have found a small, yet significant,
17 percentage of vessels that enter regulated California
18 waters operating on contaminated fuels that may comply
19 with the sulfur limit, but do not meet the specifications
20 of a distillate grade fuel. Specifically, the fuel
21 contains elevated levels of micro-carbon residue, which
22 results in increased particulate matter emissions. This
23 additional sample analysis was incorporated into every
24 violation found in 2021 and has proven to be a successful
25 component of our inspections.

1 In pursuit of gathering additional information to
2 further reduce emissions from ocean-going vessels, CARB
3 has been exploring the use of drones to monitor emissions
4 from ships to help target enforcement efforts on
5 noncompliant vessels. These projects are ongoing and will
6 continue in 2022.

7 --o0o--

8 ED AIR POLLUTION SPECIALIST COLCORD: CARB
9 regulations also apply to vehicle and engine certification
10 as well as consumer products.

11 --o0o--

12 ED AIR POLLUTION SPECIALIST COLCORD: Vehicles
13 and engines must be certified by CARB and issued an
14 Executive Order before they can be legally sold in
15 California. CARB staff tests vehicles and equipment to
16 verify compliance and initiate investigations if emissions
17 exceed the standards. Often, a failed part is identified
18 as the problem and CARB regulations specify procedures the
19 manufacturer must follow to recall and fix affected
20 vehicles or engines.

21 But sometimes during emissions testing and
22 investigation, CARB staff identifies issues that go beyond
23 failing parts. Possible violations include failure to
24 report or disclose information during or after
25 certification or illegal software called a defeat device.

1 Consumer products include many categories of
2 products that are purchased and brought into consumer's
3 homes. CARB sets limits on emissions from consumer
4 products and uses a variety of enforcement techniques to
5 ensure compliance.

6 --o0o--

7 ED AIR POLLUTION SPECIALIST COLCORD: Small
8 off-road engines, or SORE, are primarily used in lawn and
9 garden equipment, commercial utility equipment, specialty
10 vehicles like scooters, and golf carts. CARB verifies
11 regulatory requirements are met through field inspections
12 and in-use compliance testing. Field inspections have
13 found 99 percent of retailers are selling certified
14 engines. However, in-use testing has found only about 60
15 percent of tested engines meet useful life emissions
16 standards.

17 In 2021, CARB reached a \$6.9 million settlement
18 with American Honda Motor Company for manufacturing
19 engines that did not meet CARB's SORE evaporative
20 emissions standards discovered during in-use compliance
21 testing. This was the second enforcement action against
22 Honda in the past two years for the same violation.

23 As the SORE sector moves to zero emissions,
24 enforcement of SORE regulatory requirements will evolve,
25 as CARB focuses more on ensuring that the zero-emission

1 manufacturing warranty and durability requirements are
2 met.

3 --o0o--

4 ED AIR POLLUTION SPECIALIST COLCORD: Due to a
5 dramatic growth in wildfires and concerns about COVID-19
6 transmissibility, California has seen an increase in sales
7 of indoor air cleaning devices. Approximately, 1,500
8 indoor air cleaning devices were newly certified in 2021,
9 which is nearly double the number of devices certified in
10 2020.

11 Enforcement staff have responded quickly to the
12 increased number of complaints and referrals received from
13 the public regarding these devices. In 2021, more than
14 \$100,000 in penalties were assessed from three companies
15 for selling uncertified indoor air cleaning devices in
16 California.

17 --o0o--

18 ED AIR POLLUTION SPECIALIST COLCORD: In addition
19 to direct enforcement authority, CARB has an important
20 role in providing support to local air districts through
21 training, enforcement support, and review of district
22 permitting and enforcement programs.

23 --o0o--

24 ED AIR POLLUTION SPECIALIST COLCORD: In 2021, we
25 continued to support districts through our more

1 traditional training and enforcement support programs. In
2 addition, we are hearing concerns from communities about
3 specific stationary source facilities and their impacts,
4 and as a result, have begun taking a more proactive role
5 in reviewing local permitting and policy decisions and
6 coordinating with air districts on any needed follow up.
7 We have also worked to increase our transparency by
8 publishing results of our stationary source inspections in
9 EDVS.

10 --o0o--

11 ED AIR POLLUTION SPECIALIST COLCORD: Newly added
12 inspections to EDVS include those at landfills, oil and
13 gas sites, and other stationary sources throughout the
14 state. The data also includes a detailed summary and
15 outcome for each inspection.

16 --o0o--

17 ED AIR POLLUTION SPECIALIST COLCORD: One of the
18 Enforcement Division's goals is to ensure consistent and
19 effective enforcement in all air districts and at CARB by
20 providing training that helps to improve inspections and
21 investigation skills, and increase stationary source
22 knowledge. In 2021, we offered 54 live training sessions
23 reaching just over 2,000 students. We also updated the
24 functionality and content of CARB's Air Quality Training
25 Program, modernizing the program on multiple fronts. We

1 also expanded our online training offerings, launching
2 three new trainings in 2021.

3 --o0o--

4 ED AIR POLLUTION SPECIALIST COLCORD: The
5 Enforcement Division is responsible for providing a broad
6 range of stationary source permit support services to
7 districts throughout the state, including conducting
8 analysis of air district rules, regulations, variances,
9 and policies as required by State law. Enforcement staff
10 continued to work on three program reviews of district
11 operations in 2021. One is the San Diego Air Pollution
12 Control District program review, with the results from the
13 review published soon.

14 Enforcement Division staff have also been
15 supporting South Coast Air Quality Management District on
16 their transition of facilities in the RECLAIM Program to a
17 command-and-control regulatory structure. Finally,
18 Enforcement staff have continued to work cooperatively
19 with air district staff on implementing Emission Reduction
20 Credit improvements in the San Joaquin Valley.

21 --o0o--

22 ED AIR POLLUTION SPECIALIST COLCORD: Enforcement
23 staff inspect landfills for exceedances of methane in
24 conjunction with local air districts. CARB currently
25 holds MOUs with 23 air districts to implement and enforce

1 CARB's landfill methane regulation. This coordination
2 among CARB and local inspectors is important to better
3 understand the compliance rates of this and similar
4 programs.

5 In 2021, enforcement conducted 15 inspections in
6 coordination with local districts, nine of which had
7 exceedances of methane. When exceedances are found, air
8 districts follow up to ensure emissions are mitigated
9 within the time frame required by the regulation. We are
10 in the process of developing new tools to make inspections
11 more efficient, increasing the number of landfills that
12 could be inspected throughout the year.

13 --o0o--

14 ED AIR POLLUTION SPECIALIST COLCORD: We also
15 operate equipment registration programs such as the
16 Portable Equipment Registration Program, or PERP, and the
17 Cargo Tank Vapor Recovery Program. Both programs process
18 registration applications and operate on a revenue neutral
19 basis. In the past year, we have implemented an
20 electronic based application tracking tool which will
21 provide significant relief for mail delays and in-office
22 limitations affecting staff and the public alike.

23 --o0o--

24 ED AIR POLLUTION SPECIALIST COLCORD: Finally,
25 I'll discuss our current vision and future plans.

1 --o0o--

2 ED AIR POLLUTION SPECIALIST COLCORD: We continue
3 to work to be more effective in our enforcement efforts
4 and interactions with disadvantaged communities. We are
5 using the results of our compliance analyses to enhance
6 enforcement and programs with lower compliance rates and
7 as CARB develops new regulations, we provide input to help
8 ensure enforceability. We are developing our next
9 generation of enforcement tools and expanding our work on
10 stationary sources.

11 --o0o--

12 ED AIR POLLUTION SPECIALIST COLCORD: That
13 concludes our presentation. Our 2021 annual enforcement
14 report can be found at the link provided here. We're
15 happy to answer any questions.

16 Thank you.

17 CHAIR RANDOLPH: All right. Thank you. Let's
18 see if we have any public commenters on this item, before
19 we take it to the Board. Board Clerk, are there any
20 public commenters?

21 BOARD CLERK GARCIA: Yes. We have two remote
22 commenters at this time. So I will -- oh, actually that's
23 going to be three, so I will call on Cynthia Babich,
24 Muriel Strand, and Tom Krazen.

25 So Cynthia, I have activated your microphone.

1 Please unmute and you can begin.

2 CYNTHIA BABICH: Thank you. My name is Cynthia
3 Babich. I'm with the Del Amo Action Committee. And I had
4 the pleasure of being before the Board I think at your
5 last meeting. I want to say that, you know, building a
6 relationship and building trust with communities is really
7 critical. Hearing us has made a visible difference with
8 working with our CARB enforcement collaboration that I
9 spoke to you in I think it was May about.

10 And enforcement is something that we waited
11 decades for. And we've been tossed around like a hot
12 potato from one agency to another with no one really
13 claiming jurisdiction over the issues we were raising.
14 CARB's support of communities co-leading the efforts is
15 making all the difference in the world to us. CARB's
16 ability to reach out to additional agency partners will
17 make this effort a success. Part of the successful
18 enforcement engagement is identifying the loopholes that
19 lead to no pollution reductions in our air. Once
20 identified we will be asking all of our partners,
21 including CARB, to help close them. Repairing the harm
22 done to us is just as important as stopping the increase
23 of air pollution in the future for more EJ communities.

24 The current laws are not protecting us including:
25 AB 1358, complete Streets Act; SB 375, land use and

1 greenhouse gas reductions, better transportation
2 corridors, and statewide land use implementation; SB 535
3 and AB 1550, which would direct funding to our EJ
4 communities provided that these ground zero grassroots
5 communities have the Capacity to apply; and until
6 recently, AB 617, the Community Air Protection Program,
7 which allowed a warehouse to be built recently in our
8 community

9 The new path that we're working with with
10 frontline communities is really critical to the change
11 that is really needed at many of our communities. You
12 know, I told you before when I spoke to you that I was
13 really shut down 20 years ago by the Scoping -- the lack
14 of grabbing the low hanging fruits with the Scoping Plan
15 at that time. And I'm just -- you know, it takes a
16 village to make our communities healthier. And today, I
17 just want to stay that I'm really glad that I'm part of
18 yours. So thank you for caring about us and making us
19 visible.

20 BOARD CLERK GARCIA: Thank you.

21 Muriel, I've activated your microphone. Please
22 unmute and begin.

23 MURIEL STRAND: Thank you. My name is Muriel
24 Strand. I am a retired air resources engineer. And as
25 such, I have been well acquainted with the excellence of

1 your compliance department. However, I am talking today
2 about a gap in the compliance mandate that the Board has a
3 legislative and regulatory gap, namely noise pollution,
4 which I have long called the orphan form of air pollution.

5 At one time, noise pollution was meaningfully
6 regulated on the federal and State level. To my
7 knowledge, that has never resumed and there is much
8 research out there on the harmfulness of noise pollution
9 to health, and education, and various other things.

10 Now, in particular, I would point to motorcycles,
11 too many of which have installed aftermarket devices,
12 which make excessive amounts of noise and they could use a
13 quote unquote smog check.

14 And also, thinking about it, it appears to me
15 that just about every source of serious noise pollution
16 has a fossil fuel connection. So I urge the Board to seek
17 out this legislative and regulatory mandate to act in this
18 arena. Thank you for the opportunity to comment.

19 BOARD CLERK GARCIA: Thank you.

20 Tom, I've activated your microphone. Please
21 unmute and begin.

22 TOM KRAZEN: Hang on a second. Can you hear me
23 now?

24 BOARD CLERK GARCIA: Yes, we can.

25 TOM KRAZEN: Okay. My name is Tom Krazen and I'm

1 with CADWRA. CADWRA is Californians for Affordable
2 Drinking Water and in Rural Areas. I'm also a water well
3 driller. I'm a C-57 contractor.

4 Every day we receive calls from people that are
5 out of water in rural areas. And the only options that we
6 have, especially if somebody needs a new well, is to use a
7 diesel powered drill rig. In the state of California,
8 there's only about 400 -- 450 drill rigs, and they all are
9 diesel rigs, because it requires high power to drill down
10 into the groundwater table.

11 As we're moving forward to try and improve the
12 air, and I really appreciate it -- I'm a benefactor of,
13 you know, clean air. I'm also quite worried that if we're
14 forced to do away with our diesel engines, we may not be
15 able to drill wells for people that are out of water. So
16 rural California and especially the San Joaquin Valley,
17 there's a high dependence on groundwater and groundwater
18 wells.

19 If I went electric, just to give you an example,
20 if I could plug into a house, I'll get about -- about 30
21 or 36 horsepower. I would have to connect over 34 houses
22 just to be able to come up with the horsepower of my one
23 diesel truck to be able to drill a well, which, of course,
24 that's not possible.

25 And also, if I'm on a remote piece of property

1 and I'm all electric, I don't think I could carry enough
2 batteries to be able to drill. So I guess what I'm trying
3 to say is with only 450 diesel trucks compared to the one
4 million heavy diesel trucks in the state of California,
5 the water well industry is just a speck. In fact, they
6 don't even make an impact on air quality. So I would
7 really appreciate it if the Board would consider the
8 impact that they're having on groundwater and the fact
9 that this time the industry is in quite a dither not
10 knowing exactly what they're going to do. And I want to
11 tell you thank you for listening to me.

12 BOARD CLERK GARCIA: Thank you. And that
13 concludes the commenters at this time.

14 CHAIR RANDOLPH: All right. Board Member
15 Riordan.

16 BOARD MEMBER RIORDAN: Yes. I wanted to thank
17 the staff for your presentation and also the work that you
18 do. And I know four of you are but a small part of the
19 enforcement effort that goes on here at CARB. I want to
20 specifically say how much training is important to working
21 with your local air districts. And I'm hoping that we
22 continue in that vein, because I think it gives
23 consistency across the state. And there are a number of
24 districts that can really use your expertise because
25 they're small and they don't have necessarily all the

1 expertise that we might have and you specifically might
2 have. So those are the two things that I wanted to bring
3 to your attention. And I do appreciate the report today.

4 CHAIR RANDOLPH: Dr. Balmes.

5 BOARD MEMBER BALMES: Thank you. And I told
6 staff during my briefing, but I'll say it publicly again,
7 I'm very pleased with how the sort of culture is changing
8 in the Enforcement Division since I've been on the Board,
9 which is now a long time, and the efforts that have --
10 that you've made to work with communities --
11 disproportionately burdened communities. I think it's
12 incredibly important and commendable. And from my perch
13 on the AB 617 Consultation Group and my interactions with
14 various community stakeholders, they really appreciate
15 that sort of collaborative -- collaborative spirit that
16 you've shown. So I just want to commend the staff for
17 that.

18 CHAIR RANDOLPH: Board Member Hurt.

19 BOARD MEMBER HURT: Thank you, Chair. Just a
20 quick question. And I'm thinking about the community at
21 this point. And I was really struck by the fact that you
22 said that there are different agencies all with
23 enforcement capability or authority. Is there like a
24 document or a website page we could direct folks to to
25 clarify the structure of enforcement powers, because I

1 definitely hear at the local air district that some people
2 call in, and then it kind of gets kicked to CARB, and then
3 it kind of gets kicked to U.S. EPA. And people get
4 frustrated and that's -- we start losing trust again that
5 there are really people interested in making sure people
6 comply.

7 ED ASSISTANT DIVISION CHIEF QUIROS: Yeah. Hi.
8 Heather Quiros. We don't have anything online, per se,
9 that would describe that structure, but we can work on
10 something like that. We are also looking to research
11 actually within the community work that we're trying to
12 do. We're coming at it at a little bit of a different
13 angle trying to look a little more broadly in terms of
14 even additional agencies and identifying who has authority
15 over what.

16 And so I think that work is coming and we're
17 trying to pull different things together and can
18 absolutely consider maybe putting something on our
19 website, if that's helpful.

20 BOARD MEMBER HURT: I think it would be really
21 beneficial and it would stop that kind of pointing that
22 goes on. And then I had learned even in our local air
23 district that we have MOUs with other agencies to do
24 things. And so it's just another added complexity that
25 the community can't reach, and again, they feel alone.

1 So thank you.

2 CHAIR RANDOLPH: Board Member Takvorian.

3 BOARD MEMBER TAKVORIAN: Thank you, Chair.

4 I just wanted to thank you all for the incredible
5 work that you're doing. I think we, you know, just spent
6 a day and a half depending on how you count on the Scoping
7 Plan, which is about all these forward-thinking plans.
8 We're talking about zero emission then we forget -- I
9 don't think we forget, but we don't think about it as
10 much, that we've got all these vehicles and industrial
11 settings that are -- really have the potential to harm our
12 health and that you're being out there is so critically
13 important to all our communities. So I wanted to thank
14 you for that.

15 I do appreciate just looking at it from a local
16 perspective. The portside and border inspections that
17 you've been doing in those communities are really
18 appreciated. And to add to Dr. Balmes statement, the 617
19 committees are really appreciative of that and that gets
20 reported to them, so -- as I'm sure you know. I also
21 wanted to point out that the partnership with the San
22 Diego APCD on truck inspections is really
23 forward-thinking, I think, and I'm glad that it's
24 happening at other districts as well.

25 I would like to ask you if you have thoughts

1 about how community can participate better in that kind of
2 inspection, because we have issues with, well, trucks
3 actually being illegally -- illegally on residential
4 streets. And so there's a truck ordinance -- truck route
5 ordinance that isn't enforced, but then oftentimes they
6 may be noncompliant trucks as well, in terms of CARB. So
7 I'd love to ask you about that.

8 And then also in the vein of partnerships, I
9 think the SEP model that you've put forward has been super
10 helpful. I know that San Diego Air Pollution Control
11 District has actually utilized that as a model and are
12 moving forward with some SEPs of their own. I don't know
13 if that's happening in other districts, but that seems
14 like it's been super helpful, and something that I know
15 they're -- they're expanding even further in the future.

16 And then lastly, I think the review that you're
17 doing, which probably is news to a lot of folks, but this
18 is connected to the transformation of the San Diego Air
19 Pollution Control District. When AB 423 was moving
20 through the legislature and we realized that we really
21 wanted to take a look at the performance of San Diego Air
22 Pollution Control District, we were going to include it,
23 and we included it there.

24 And so it's a provision of that bill. And I'm --
25 I know that the Air District is taking it really

1 seriously. It's a brand new board and they're very
2 excited about having your thoughts about it. So I think
3 that's really helping them to remake the air district.
4 And I just -- this is going to age me just a little bit,
5 but there was a CARB audit that happened in like 2003, or
6 4, or something like that, and that's something that was
7 in the library that we were able to take a look at, and
8 has been useful all these many years. And I know this one
9 will be as well.

10 So gratitude and any thoughts you have about
11 community participation on the inspections would be
12 helpful.

13 ED ASSISTANT DIVISION CHIEF QUIROS: Thank you
14 for your comments. Regarding community inspections, yes,
15 absolutely. That is something that in these pilot
16 communities that we're doing this sort of new approach.
17 We are actually engaging their assistance in a lot sort of
18 new and different ways for us such as truck counts and
19 things of that nature. And so that is something that we
20 are looking to include as we expand this approach into
21 other communities, including the portside and border
22 communities.

23 BOARD MEMBER DE LA TORRE: Thank you, guys.
24 You're absolutely stellar in what you're doing out there.
25 I -- you know, we get so many -- we all get so many

1 compliments about what -- what you do on the day-to-day
2 basis. I will repeat what two of my colleagues said about
3 the AB 617 work, phenomenal. Exactly what we wanted to do
4 there which is to replicate good programs in these places.
5 And you're -- you're a big part of that.

6 A little bit of a complaint. I appreciate that
7 the complaint form for smoking vehicles has been
8 simplified again. It was simple, then it got complicated
9 and now it's simple again. Thank you. Many a time I've
10 used that. We need to hype it more. On our homepage for
11 CARB, it's not there. So, if I'm, you know, Joe Public,
12 and I'm on the 710 Freeway, and there's some big smoking
13 truck going by, and I, you know, take a picture of the
14 door that has the information for whose company it is, and
15 it has the DOT number on it, which I do, then, you know,
16 it's easier for me to do that if I can just go straight to
17 the homepage and click a link and give you that
18 information.

19 And I know it says, and I know the process, they
20 get a courtesy letter telling them that they were --
21 because you can't do it from third parties, but do you put
22 them on some list as a result of that or any kind of
23 follow up for any kind of enforcement or does -- is the
24 courtesy letter it, especially now that we have the Smog
25 Check Program.

1 ED ASSISTANT DIVISION CHIEF QUIROS: Yeah, on the
2 courtesy letter, we do. We do incorporate that. So we
3 try to identify noncompliance and sort of triage the --
4 prioritize, I guess, who we go after with our resources.
5 And so yeah, the type of information gets included. We
6 try to send the letter just to give them sort of a
7 notification --

8 BOARD MEMBER DE LA TORRE: Uh-huh.

9 ED ASSISTANT DIVISION CHIEF QUIROS: -- more
10 immediately, if we can't get to them right away, but then
11 we do include them in sort of our prioritization list.

12 BOARD MEMBER DE LA TORRE: Okay. That was my
13 recollection was that they do get put on the naughty list
14 besides getting that letter. But again, thank you so
15 much. I -- you know the community really supports --
16 really is grateful. We're all grateful, so keep up the
17 good work.

18 Thank you.

19 VICE CHAIR BERG: Well, I, too, want to add my
20 congratulations, because as we talked about in my
21 briefing, it -- enforcement I've really enjoyed working
22 with the Enforcement Division for many years. Appreciate
23 Todd Sax. Appreciate all of you. And I really also echo
24 Dr. Balmes, change is really very evident.

25 But following up on Board Member De La Torre, you

1 know, you might want to meet on this inspection and
2 maintenance. I think you have a real opportunity with the
3 new database that's being built to be able to tag easier
4 and see if a truck that has a lot of smoke is also
5 complying with the inspection and maintenance. And maybe
6 that is then a more streamlined ability for you to be able
7 to help people be in compliance and taking care of those
8 repairs. It is badly needed.

9 And then another thing we did speak about in our
10 briefing was on the trucks for the communities, idling is
11 also a big issue, but that wouldn't necessarily be picked
12 up in a roadside inspection. And appreciate how you're
13 trying to coordinate with the community. And that gets
14 back to Board Member Takvorian, maybe there is something
15 within the communities that we can help on that idling,
16 because that is a complaint that I hear over and over
17 again.

18 And then my third point is that, you know, you
19 have been developing these agency partnerships. I
20 remember when the Truck and Bus Rule that we didn't have a
21 partnership with CHP for example and we had to develop
22 that. They had all these roadside inspections, but we're
23 a little -- saying well, I don't know that we want to take
24 on the extra work of enforcing CARB. We did a lot of
25 joint work together. That was impressive. You know, we

1 might want to try that with some of the oil and gas that
2 you're out and looking at these neighborhoods, these oil
3 wells, making sure the leaks and some of the emissions.
4 So that was just an observation.

5 And I really appreciate Cynthia calling in today.
6 I had an opportunity to meet her on our last EJ site tour.
7 And she was explicitly very pleased with this turnaround
8 and the involvement. And she -- it was really -- it was
9 great to hear, because enforcement does take a long time.
10 There is not only the due diligence, but there's process.
11 There's legal process. And so from start to finish, we
12 need to follow the process and it's great that you can
13 interact with the communities to explain the process,
14 because it doesn't mean that you see something one day and
15 the fine goes out the next day. You've got to -- you've
16 got to work the process. So thank you so much for that
17 and great job.

18 CHAIR RANDOLPH: All right. Any other -- oh,
19 Board Member Kracov.

20 BOARD MEMBER KRACOV: Yes. So thank you very
21 much for the presentation. And, you know, excited about
22 the focus on the disadvantaged communities and the 617
23 work. It really seems to me to be a pretty elegant
24 solution. You have the communities there attending the
25 meetings. There can be a dialogue back and forth about

1 what issues, whether they're mobile or stationary are
2 important to them. You've got the districts there. And,
3 you know, we have decided that these are the priority
4 communities for these kind of local actions. So us being
5 present there and listening to the community.

6 You know, helping I think is one of the many ways
7 when we're trying to deliver value through the 617 program
8 to these communities. So I think this is a really strong
9 innovation and I look forward to hearing more from you
10 folks about how it's working, and also from the
11 communities and the districts, and for that matter
12 regulated industry as well. So thank you for that.

13 I know we talk about the PEAQS devices there to
14 monitor the emission from the mobile sources. And picking
15 up on what Vice Chair Berg just had to say, you know,
16 between the truck and bus phaseout, between, you know,
17 I&M, you know, there's a lot of work to do in this space.
18 And I think the enforcement group here is really going to
19 be important in that, not to play gotcha with industry.
20 We're trying to get folks in compliance, but I think the
21 PEAQS -- and I know we're spending a lot of effort on
22 getting those deployed perhaps in San Diego, but really in
23 the San Joaquin Valley. Again, working with the harbor
24 truckers, really with the focus on compliance and
25 education.

1 I'd love to see one of those just camped out
2 permanently on the 710 Freeway, you know, at the ports.
3 Driving up and down that 710, the amount of trucks, the
4 congestion, the need for compliance is just obvious for
5 anybody that lives in Los Angeles.

6 So, you know, think about that, but -- and again
7 in a way that's constructive, working with industry, and
8 educating the trucking community on what are the different
9 things that we need as a state to get to compliance in the
10 heavy-duty sector.

11 The third thing, too, you know, I know that
12 working with the local agencies and the districts is not
13 always easy. And, you know, I believe that there are good
14 strong relationships there. And as Board members it's not
15 our role to get involved there and you don't want to kill
16 a mosquito with a sledgehammer, but we are here, you know,
17 as appropriate, whether it's Davina in the Bay Area, or,
18 you know, myself, you know, the five or six of us,
19 Barbara, Nora, Tania, Phil, who represent the districts.
20 If you need our help in communication with the districts
21 in the appropriate time to make sure that our efforts are
22 delivering for the residents of the state, you know, don't
23 hesitate to call on us and we'll try to be constructive in
24 those relationships knowing that, you know, sometimes it
25 can be a bit challenging. So I wanted to make that offer

1 as well.

2 And thank you for the presentation today.

3 ED ASSISTANT DIVISION CHIEF QUIROS: Thank you
4 for that and for all the comments so far.

5 Thank you.

6 VICE CHAIR BERG: And I'm just going to mention,
7 Mr. Segall that I did hear the comment from Tom Krazen,
8 and I'm sure we'll be taking a look at that, and so thank
9 you very much.

10 DEPUTY EXECUTIVE OFFICER SEGALL: Correct.

11 CHAIR RANDOLPH: Thank you so much for the
12 presentation. I agree with all of the comments,
13 particularly about working with communities. And I also
14 wanted to highlight the creativity around trying to
15 harness new technologies and new opportunities for
16 enforcement strategies. So really appreciate that
17 forward-thinking creativity.

18 So with that, thank you very much. Appreciate
19 the presentation. And obviously we don't have a vote,
20 because this is just an update. But thank you and looking
21 forward to hearing the report next year as well. And now
22 we have open public comment.

23 BOARD MEMBER TAKVORIAN: Chair.

24 CHAIR RANDOLPH: Oh, sorry.

25 BOARD MEMBER TAKVORIAN: I'm sorry.

1 CHAIR RANDOLPH: Oh, no, no. That's okay.

2 BOARD MEMBER TAKVORIAN: I should have asked you
3 on the said. Not related. Thank you so much.

4 I just had one comment I wanted to make before we
5 went to public comment, because I have to run to the
6 airport. Would that be okay?

7 CHAIR RANDOLPH: Yes.

8 BOARD MEMBER TAKVORIAN: And it's -- I just
9 wanted to really acknowledge CARB the Monitoring and
10 Laboratory Division, the Air Quality Planning and Science
11 Division, and the Research Division, you all may remember
12 that in July of 2020 we had a horrific fire on the Navy
13 ship, which burned for four days. And it was not well
14 monitored and the response wasn't great. It really
15 exposed. It was right there on the portside communities,
16 West National City, Barrio Logan, the entire south bay was
17 really inundated with the smoke.

18 So we asked would CARB please take a look at the
19 protocol and the response, and they did. There's been
20 multiple public meetings and they issued the report in
21 May. It's excellent. We really, really appreciate the
22 work that CARB did to really help us to come to a better
23 place with response. We have a very industrialized
24 waterfront in the south bay. And I know many other places
25 have it as well. So hopefully, it's advanced our ability

1 to respond to these kinds of emergencies.

2 I just wanted to put it on record that we really
3 appreciate it and it's part of us moving forward in a very
4 effective way. So I just wanted to thank everyone and
5 please pass that along to the -- to the folks who've done
6 all this good work.

7 Thank you.

8 CHAIR RANDOLPH: Thank you so much.

9 Okay. Now, we have public comment on items that
10 not on the agenda for the two-day meeting.

11 Clerks, please call the commenters.

12 BOARD CLERK GARCIA: Yes. We have three
13 commenters who wish to speak at this time.

14 That's Todd Campbell, Sean Edgar, and John
15 Bottorff.

16 So, Toddy, I have activated your microphone.
17 Please unmute and begin.

18 TODD CAMPBELL: Thank you, Madam Chair and
19 members of the Board. I wanted to congratulate you on
20 concluding a very long two-day Board meeting, but I'm also
21 very upset. I'm upset because I've complained about and
22 have been very concerned about Craig Segall's constant
23 discussion about a study -- and in-use study for low-NOx
24 trucks that has not been concluded, has not been able to
25 be peer reviewed. We have not been able to review the

1 data. We don't know really what exactly he's talking
2 about in terms of what the emissions are with the low-NOx
3 truck.

4 But as you know, I've talked to you about this at
5 the toast of the Coalition -- at the Coalition for Clean
6 Air feeling it's very unfair. I feel like it's -- you
7 know, like when I was a council member in the City of
8 Burbank, so when, you know, basically say to you when was
9 the last time you beat your wife. It's really unfair to
10 make comments and to create damage for an industry,
11 especially one that's trying to clean up the air without
12 being presented the facts without being presented the
13 data.

14 So if we're going to continue to talk about it,
15 share the data with us, give us the study so that we can
16 comment. Let us review what you're talking about. From
17 my understanding from the South Coast, you are
18 overstepping and inflating a study that has not been peer
19 reviewed and it's disgusting. So I would kindly ask this
20 Board to make Mr. Segall make a choice, either stop
21 talking about it until you release it to the public and
22 allow us to review it or provide us with the study.
23 Otherwise, it's super unfair to an industry that's trying
24 to do the right thing and help the Air Resources Board and
25 this State meet its air quality and climate change goals.

1 And with that, I'm sorry to end a meeting like
2 that -- on that note, but it's -- it's enough. At this
3 point, it's just -- it's gotten enough and it's incredibly
4 frustrating for us to have to sit there and take it. It's
5 been like a campaign by him, and, you know, whoever else
6 on staff for almost a year now, and we still haven't seen
7 the study. It's not fair. Something needs to change and
8 I hope this Board demands that we be able to see what he's
9 talking about.

10 Thank you.

11 BOARD CLERK GARCIA: Thank you.

12 Sean, I have activated your microphone. Please
13 unmute and begin.

14 SEAN EDGAR: Hi. Good afternoon. How is my
15 volume?

16 BOARD CLERK GARCIA: Sounds good.

17 SEAN EDGAR: Great. Thank you very much for this
18 opportunity to speak a little bit about the Advanced Clean
19 Fleets proposal. For the record, I'm Sean Edgar. I'm the
20 Director of Clean Fleets. Our organization has been
21 working with CARB staff for the last 22 years on
22 implementing the Diesel Risk Reduction Plan. And I've
23 been working on CalEPA in multimedia issues for 31 years.
24 And so the conversation about satisfying multiple
25 requirements to improve the environment is something that

1 our firm has worked on. And as part of the Edgar
2 Institute, we also are privileged to represent the
3 California Compost Coalition. And the conversation
4 yesterday was very refreshing to hear that compost is
5 valued, to hear that natural and working lands are valued.

6 And I'll just take a few minutes to
7 concentrate -- and I appreciate Board Member Kracov and
8 also Board Member Sperling punctuating that the waste
9 industry is in a unique position to help on early
10 reductions using renewable natural gas and has some early
11 adopter strategies that we hope to continue in dialogue
12 with the Board.

13 But just the key items just to refresh the Board.
14 CARB has had no better friend than the solid waste
15 collectors that our group works with. And what I mean by
16 that is for well over 20 years, the solid waste industry
17 have been pioneers in advanced technologies, huge, huge
18 investment, especially in renewable natural gas projects.
19 As I was reflecting on yesterday's discussion, if there is
20 a -- you know, medical diagnosis as the Board was going
21 through -- and Dr. Balmes did a good job talking about
22 health effects, but if I were to try to dissect some of
23 the Board testimony particularly yesterday, if -- if we've
24 got the left hand in a way of the political spectrum
25 fighting with the right hand of the political spectrum.

1 And I'm not sure whether CARB is in the position
2 to have to do brain surgery or heart surgery, but the
3 folks I work with I consider more like the big toe. And
4 what I mean by that is it's things that you do not think
5 of very often, until you've got a problem with it. So as
6 the big toe, the solid waste industry consistently
7 delivers emission reduction programs to you, because
8 you're our customer. Your roll your carts out to the curb
9 every week. We send a guy along in a really expensive
10 truck to pick up your waste. And then more and more
11 occasions, we're converting your waste into transportation
12 fuel.

13 And so I'm excited of the discussion earlier
14 today. I'm encouraged as we get to the ACF discussion.
15 We've constantly reminded your staff that we merit a
16 transition plan for renewable natural gas burning fleets.
17 I was encouraged by the discussion earlier today, that
18 that looks like that discussion should continue. And I
19 engage in that conversation as soon as staff is ready.

20 Thank you.

21 BOARD CLERK GARCIA: Thank you.

22 After John, we'll hear from Suzanne Hume.

23 So John I have activated your microphone. Please
24 unmute and begin.

25 JOHN BOTTORFF: Yes. Thank you very much. Chair

1 Randolph and Board members. My name is John Bottorff with
2 CleanEarth4kids.org. I wanted to make a few points.

3 First, we must quickly move to energy that does
4 not burn anything. Replacing air pollution from the
5 burning of fossil fuels with air pollution from burning
6 biofuels is not an option. We must transition to clean
7 renewable energy very quickly. We must only invest in
8 clean renewable energy. The work by researchers like Mark
9 Z. Jacobson from Stanford make it very clear that we
10 already have the technology we need to completely
11 transition from fossil fuels. We just need to do it.

12 Technologies like direct air capture are not
13 needed and waste money and valuable resources away from
14 proven methods. Now, one thing I have not heard anyone
15 speak of, is that it is not realistic that we can safely
16 store large amounts of CO₂, which is a dangerous gas.

17 Carbon dioxide is an asphyxiant that displaces
18 oxygen. Even small exposure to excess CO₂ can cause
19 coughing, shortness of breath, increased heart rate,
20 dizziness, headache, nausea, lack of concentration,
21 disorientation, and impaired cognitive performance. At
22 higher levels, it can cause convulsions, coma, and death.

23 CO₂ is corrosive and will eat through the steel
24 used in Petroleum pipelines. CO₂ pipelines would also
25 have to run at significantly higher pressures than natural

1 gas pipeline, increasing the chance of leaks. Reusing
2 pipelines would be a disaster in the making. The fossil
3 fuel industry says CO2 storage and transport is safe and a
4 great solution, because it makes them money and extends
5 their monopoly on energy. This is the same industry that
6 still insists fracking is safe. They demonstrated a long
7 history of leaks from every thing they do, like the
8 Huntington Beach pipeline. And, of course, we all
9 remember the massive methane leak at Aliso Canyon, so many
10 more leaks and spills, the same type of -- doing the same
11 type of thing with carbon dioxide is a disaster.

12 We must also transform the agricultural sector.
13 Some of you -- several of you mentioned that. I ask
14 California to set high goals and push to meet them.
15 Conventional farming relies on synthetic pesticides, which
16 destroys all the organism in healthy soils, stopping the
17 land from absorbing carbon. Healthy soils must be a major
18 part of CARB's plan and that means stopping the use of
19 synthetic pesticides. Considering the vast majority of
20 synthetic pesticides come from fossil fuels, it also will
21 be greatly reducing the use of fossil fuels and depends on
22 it.

23 Please set a goal of 50 percent of all
24 agricultural land being organically farmed by 2030 and set
25 a goal of 70 percent reduction of synthetic pesticides by

1 2030. The time for playing it safe is long past. We are
2 in a climate emergency and we must take bold and strong
3 action quickly and immediately. Our window is closing.
4 We must focus on human health and protecting lives instead
5 of profits.

6 Thank you from CleanEarth4kids.

7 BOARD CLERK GARCIA: Thank you.

8 Suzanne, I've activated your microphone. Please
9 unmute and begin.

10 SUZANNE HUME: Thank you so much. Good
11 afternoon. My name is Suzanne Hume and I'm the
12 Educational Director and founder of CleanEarth4kids.org.
13 Thank you to the Board, and the staff, and everyone out
14 there working for clean air for public health,
15 environmental justice protection of our environment and
16 taking action so our kids can have a livable future.

17 Today, we were hoping -- hoping to listen in on
18 a conversation dedicated to public health, the public
19 health section specifically, and listening to important
20 benefits of reducing fossil fuel pollution, toxic
21 chemicals and synthetic pesticides by 2030. In the plan,
22 these are not fleshed out or stated clearly enough with
23 health models at all. We must have this conversation.
24 We're looking forward to attending that.

25 We must have the public health focused

1 conservations to -- about eliminating pollution and
2 decarbonization, and stopping these toxic chemicals and
3 pesticides.

4 These -- we're not just stalking about numbers of
5 lives saved, we're talking about actual people here,
6 children, moms, dads, aunts, uncles, grandmas and
7 grandpas, and teachers like me. I was poisoned by
8 pesticides used by an agricultural farm a hundred feet
9 from where I lived and where people still live on three
10 sides.

11 Legal is not safe in the United States. As you
12 know, the U.S. only bans 15 pesticides China bans 51, and
13 the EU bans 175 pesticides. As you know that between
14 2011 and 2018, over 89 percent of our pesticide testing
15 was waived, and they didn't have to do. For more
16 information, we have it on Team 5 CleanEarth4Kids and
17 Intercept has a nine-part article on the specifics of
18 this.

19 So we've done a lot of research. I had some
20 time. I had to leave my teaching job, because I was so
21 sick. And there's a lot to talk about and do. But that
22 piece that was missing in the public health section, I
23 mean, it -- you can just do F7, right, and look for the
24 word "pesticides", and you will be heart broken, because
25 there's like hardly anything there.

1 So we know that, you know, how many millions of
2 pounds in California, over 200 million pounds of
3 pesticides were used in 2018. And we've got kids. You
4 know, that it's legal in California for kids to work in
5 agricultural fields. And CDPH is not doing what they need
6 to do whatsoever. And you know how chemical insiders sit
7 on local State and federal agencies and on boards, and
8 it's really just tragic.

9 So I would ask everyone to please dig in and work
10 to protect our kids and protect them from synthetic
11 pesticides.

12 Thank you.

13 BOARD CLERK GARCIA: Thank you.

14 And that concludes the commenters for open
15 comment.

16 CHAIR RANDOLPH: Thank you.

17 This meeting is now adjourned.

18 (Thereupon the Air Resources Board meeting
19 adjourned at 3:03 p.m.)
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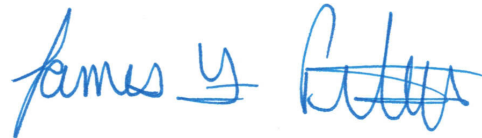
CERTIFICATE OF REPORTER

I, JAMES F. PETERS, a Certified Shorthand Reporter of the State of California, do hereby certify:

That I am a disinterested person herein; that the foregoing California Air Resources Board meeting was reported in shorthand by me, James F. Peters, a Certified Shorthand Reporter of the State of California, and was thereafter transcribed, under my direction, by computer-assisted transcription;

I further certify that I am not of counsel or attorney for any of the parties to said meeting nor in any way interested in the outcome of said meeting.

IN WITNESS WHEREOF, I have hereunto set my hand this 17th day of July, 2022.



JAMES F. PETERS, CSR
Certified Shorthand Reporter
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